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JAN 4, 1988

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

COMMUNITY PLANNING & DEVELOPMENT COMMITTEE

JANUARY 4, 1988

MUNICIPAL HEARING ROOM - 2ND FLOOR - CIVIC CENTRE

MORNING SESSION - 9:00 AM

EVENING SESSION - 7:00 PM

Members: Councillor H. Kennedy
Councillor P. Mullin, Chairman
Councillor M. Prentice
Councillor L. Taylor
Councillor D. Lane
Councillor T. Southorn
Mayor H. McCallion (ex officio)

PUBLIC MEETINGS

7:00 pm OZ-74-84, Sunoco Inc

7:05 pm OZ-80-84, Ontario Hydro
(The Michael Stewart Group Ltd)

Prepared by: Kathy Zammit, Clerk's Department, 896-5424
Date: December 30, 1987

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

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COMMUNITY PLANNING & DEVELOPMENT COMMITTEE - JANUARY 4, 1987

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B	8/9/10	Solicitor representing Daniels Financial Corporation - Conditions of Draft Approval of Proposed Plans of Subdivision T-86099, T-86100 and T-87021

MATTERS TO BE CONSIDERED

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2.	L.09.04.01	Sign - Akzo Coating Ltd, 6325 Northwest Drive
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EVENING SESSION

11.	OZ-74-87	PUBLIC MEETING - 7:00 pm - Sunoco Inc
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CITY OF MISSISSAUGA

AGENDA

COMMUNITY PLANNING & DEVELOPMENT COMMITTEE — JANUARY 4, 1988

DEPUTATIONS

MORNING SESSION

	Item	Deputant
A	4	(a) Father Walter Martilla, Toronto Centre Inter-Church Regional Planning Association (b) Ms Rae Marcus, solicitor representing the Roman Catholic Episcopal Corporation for the Diocese of Toronto. – Parking Standards for Places of Religious Assembly
B	8/9/10	Solicitor representing Daniels Financial Corporation – Conditions of Draft Approval of Proposed Plans of Subdivision T-86099, T-86100 and T-87021

EVENING SESSION – Nil

MATTERS TO BE CONSIDERED

MORNING SESSION

1. Report dated January 4, 1988, from Mr. R. G. B. Edmunds, Commissioner of Planning & Building, with respect to a request on behalf of Federal Express, 3275 Orlando Drive, for permission to erect an additional facia sign of individual letters with a sign face area of 1.81m^2 (19.2 sq ft) on the east elevation of the building (Request for Report 355-87).

   The Sign By-law states that an industrial building is permitted one illuminated or non-illuminated facia sign, with a maximum sign area of 9.29m^2 (100 sq ft) per front lot line. The applicant is seeking an additional facia sign to identify the entrance to the offices. The building face is approximately 42.7m (140 ft) long and can satisfactorily accommodate lettering 5.94m (19.5 ft) long and 0.30m (1 ft) high.

   Due to the relatively minor nature of the variance requested, and since the size and location of the proposed signage will not impinge on the visual quality of the adjacent industrial lands, the proposal is acceptable from a design standpoint.

RECOMMENDATION

That approval be given to a minor variance to Sign By-law 49-81, as amended, to permit an additional facia sign with a sign face area of 1.81m^2 (19.5 sq ft) on the east elevation of the building at 3275 Orlando Drive (Federal Express), and that a by-law be passed to regulate that sign.

L.09.04.01

RECOMMEND ADOPTION

2. Report dated January 4, 1988, from Mr. R. G. B. Edmunds, Commissioner of Planning & Building, with respect to a request on behalf of Akzo Coating Ltd, 6325 Northwest Drive, for permission to erect an additional facia sign with a sign area of 7.34m^2 (79 sq ft) to be erected on the east elevation of the industrial building (Request for Report 356-87).

The Sign By-law states than an industrial building is permitted one illuminated or non-illuminated facia sign, with a maximum sign area of 9.29m^2 (100 sq ft) per front lot line.

The site has dual exposure onto Northwest Drive and Hwy 427. The applicant has received a permit for a facia sign on Northwest Drive and is now seeking an additional facia sign for identification purposes from Hwy 427.

Due to the relatively minor nature of the variance request, and since the size and location of the proposed signage will not impinge on the visual amenity of the adjacent lands, the proposal is acceptable from a design standpoint.

RECOMMENDATION

That approval be given to a minor variance to Sign By-law 49-81, as amended, to permit an additional facia sign with a sign face area of 7.34m^2 (79 sq ft) on the east elevation of the building 6325 Northwest Drive (Akzo Coating Ltd), and that a by-law be passed to regulate that sign.

L.09.04.01

RECOMMEND ADOPTION

3. Report dated January 4, 1988, from Mr. R. G. B. Edmunds, Commissioner of Planning & Building, with respect to a request on behalf of Alex/Maria Lucreziano, 2032 Dickson Road, for permission to continue to reside in the existing house while a new home is constructed at 2032 Dickson Road.

The Zoning By-law allows only one dwelling on a lot. The Lucrezianos proceeded to construct without a building permit. An Order to Comply With Act or Code was issued on November 20, 1987. Notwithstanding the fact that the Lucrezianos have proceeded with the construction before obtaining a building permit, their request is reasonable and should be approved.

RECOMMENDATION

That permission be granted to Mr. and Mrs. Alex Lucreziano to continue to reside in their home at 2032 Dickson Road while a new dwelling is being constructed, subject to the following conditions:

(a) That a Letter of Credit for a sum of $10,000.00 be submitted to the City of Mississauga Planning & Building Department to ensure that the existing dwelling will be demolished.

(b) That a written undertaking be submitted indemnifying the City of Mississauga from any personal and/or property damages that may occur during the construction of the new dwelling.

(c) That a building permit be obtained prior to commencing construction.

(d) That a written undertaking be submitted to the City of Mississauga to demolish the existing dwelling by December 31, 1988.

L.03.01

RECOMMEND ADOPTION

4. Report dated November 30, 1987, from Mr. R. G. B. Edmunds, Commissioner of Planning & Building, with respect to parking standards for places of religious assembly.

The current standard of 6.4 spaces/100m^2 (6.0/1,000 sq ft) of gross floor area has been in effect since 1981. The previous standard was 1 space/6 seats.

The report discusses the components and measurement of parking demands for this land use, and the results of survey findings.

It is concluded that the parking standard for places of religious assembly should be designed to meet the peak-hour demand related to the function of public worship. A standard of 10.5 spaces/100m^2 (9.8 spaces/1,000 sq ft) gross floor area, or 25.8/100m^2 (24.0/1,000 sq ft) gross floor area devoted to public worship, whichever is greater, statistically represents a standard that accommodates the expected parking demand for most facilities.

It does not, however, solve the problem of the considerable variation in parking requirement evident among the various denominations, ie the above standard would result in an oversupply of parking for Lutheran, Pentacostal, United, Salvation Army, Unitarian, and Seventh Day Adventists, while not meeting the observed demand for Roman Catholic, Jehovah Witness, and Christian Reformed denominations.

The following options were considered:

1. Incorporate into the zoning by-laws the above-mentioned standard as the parking requirement for all places of religious assembly. While that is similar to the approach used in calculating other parking standards, ie based on observed mean values and the upper 95% confidence level, the considerable variation in the observed data creates a situation where the recommended standard would result in oversupply of parking for some denominations, and a critical undersupply for others.

2. Incorporate into the zoning by-laws different parking standard for the various denominations, based these on the results of the parking utilization surveys.

3. Delete parking standards and requirements from the zoning by-laws and, instead, adopt a series of policy guidelines on parking requirements (based on the results of the parking utilization studies) to be applied during the processing site plan applications.

The third option is preferred, because it provides the needed flexibility to ascertain equitably the parking requirements, based on denominational and locational characteristics, for places of religious assembly.

RECOMMENDATION

(a) That Schedule 'A' to Section 22C of By-law 5500; Schedule 'A' to By-law 1227 (former Town of Port Credit); and Schedule 'I' to Section 6(26) of By-law 65-30 (former Town of Streetsville), be amended by deleting the parking standards for a Place of Religious Assembly.

(b) i) That the observed parking demand (factored to represent an upper 95% confidence level) for total gross floor area, and/or area devoted to public worship (whichever is greater), contained in Appendices 2, 3, 4, 5, and 6 in the report dated November 30, 1987, from Mr. R. G. B. Edmunds, Commissioner of Planning & Building, with respect to parking standards for places of religious assembly, be adopted as parking-standards guidelines for determining the parking requirements of Places of Religious Assembly during the site-plan-approval process.

ii) That, during the evaluation of site plans for places of religious assembly, consideration be given to the sharing of off-site parking facilities up to approximately 30% of the parking requirements inherent in i) above, based to the following criteria:
- variation in peak parking demand between land-uses;
- authorized use of off-site parking;
- appropriate design of pedestrian walks between land-uses.

Note: This matter was included on the agenda for the Committee Meeting of November 30, 1987. Pursuant to a request by Father Walter Martilla, Toronto Centre Inter-Church Regional Planning Association, the report was deferred to this meeting to allow an opportunity for the membership of the Association to review the recommendations. The request for deferral has been supported by the solicitors representing the Roman Catholic Episcopal Corporation for the Diocese of Toronto.

It is expected that the following persons will address the Committee:
(a) Father Walter Martilla, Toronto Centre Inter-Church Regional Planning Association
(b) Ms Rae Marcus, solicitor representing the Roman Catholic Episcopal Corporation for the Diocese of Toronto.

B.03.06

5. Report dated January 4, 1988, from Mr. R G. B. Edmunds, Commissioner of Planning & Building, with respect to an agreement for streetscape improvements at the southeast corner of Eglinton Avenue East and Hurontario Street.

As a condition of rezoning application OZ-44-84, Dell Holdings Limited is required to carry out improvements within the municipal boulevards. A Letter of Credit in the amount of $70,000.00 has been received to ensure that the required work is complete and maintained.

RECOMMENDATION

That a by-law be passed to authorize execution of an agreement with Dell Holdings Limited with respect to streetscape improvements in the municipal boulevards at the southeast corner of Eglinton Avenue East and Hurontario Street, pursuant to a condition of rezoning application OZ-44-84.

OZ-44-84

RECOMMEND ADOPTION

6. Report dated January 4, 1988, from Mr. R. G. B. Edmunds, Commissioner of Planning & Building, with respect to proposed industrial condominium CDM 87-523, Jascan Developments Incorporated (south side of Matheson Boulevard, west of Explorer Drive).

Site details are as follows:

Site Area:	1.82ha (4.49a)
Frontage:	175m (574 ft) on Matheson Boulevard East
Zoning:	M1-Section 1204.

A Site Development Plan (File SP 212-87) was approved on September 18, 1987.

The building is nearing completion and will accommodate 40 industrial units with 200 parking spaces in accordance with current parking standards.

The application has been reviewed and certain requirements must be fulfilled prior to registration.

RECOMMENDATION

That to proposed industrial condominium CDM 87-523, Jascan Developments Incorporated (south side of Matheson Boulevard, west of Explorer Drive) be recommended for approval to the Regional Municipality of Peel, subject to the following conditions:

1. **That the final plan of condominium be revised to conform with the attached draft plan dated June 25, 1987 and revised in red.**

2. **Confirmation from the City Finance Department that all assessments and local improvement charges which are apportioned to the property as well as outstanding taxes have been paid in full;**

3. Confirmation from the Building Division of the Planning and Building Department that plumbing, building and heating inspections are satisfactory, and that the engineer's certifications with respect to site lighting, sanitary and storm sewers have been received;

4. Confirmation from the Building Division of the City Planning and Building Department that copies of maintenance manuals for any major equipment and an original linen or chronoflex of the "as constructed" underground works have been received.

5. Confirmation from the City Public Works Department that the final block grading certification, pavement design and construction certification, and certification of any retaining wall, fencing and other landscape features to be constructed on site have been submitted and approved;

6. Confirmation from the City Public Works Department that it is in receipt of a letter of undertaking to ensure delivery of a duplicate original linen or chronoflex of the Condominium Plan when it has been numbered by the Registrar;

7. Confirmation of a final inspection and approval by the Inspection Section of the Public Works Department, of the works that affect the City right-of-way with special attention given to the access point and frontage of the property along Explorer Drive and Matheson Boulevard East.

8. Confirmation of a final inspection and approval of the landscaping works by the Design and Environment Division of the Planning and Building Department;

9. Confirmation of a final inspection and approval by the City Fire Department;

10. Confirmation that the applicant has entered into a Condominium Servicing Agreement with the Regional Municipality of Peel.

CDM 87-523

RECOMMEND ADOPTION

7. Report dated January 4, 1988, from Mr. R. G. B. Edmunds, Commissioner of Planning & Building, with respect to the conditions of draft approval for proposed industrial plan of subdivision T-86072, East Credit Development Corporation (north of Eglinton Avenue West, between Creditview Road and Second Line West).

Site details are as follows:

Site area:	92.66 ha (228.96 ac)
Existing Zoning:	A
Proposed Zoning:	R3-Special Sections, H-R3-Special Section, R5-Special Section, H-R5-Special Section, RM5, RM5-Special Section, RM7D4- Special Section, DC-Special Section, AC6-Special Section, G and 01
No. of Lots:	988 lots and 69 blocks

The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions.

Note: By letter dated December 22, 1987, Mr. T. Tyndorf, PMG Consulting Engineers & Planners, on behalf of East Credit Development Corporation, advises that the conditions of draft approval are acceptable.

RECOMMENDATION

(a) That the plan of subdivision under File T-86072, East Credit Development Corporation (north of Eglinton Avenue West, between Creditview Road and Second Line West), be recommended for approval to the Regional Municipality of Peel subject to the following conditions:

i) That the Financial Agreement between the City and the Developer be met by the Developer to the satisfaction of the City, prior to the registration of the plan;

ii) That the Servicing Agreement between the City and the Developer be met by the Developer to the satisfaction of the City, prior to the registration of the plan;

iii) That to meet the requirement of Section 50(5)(a) of the Planning Act, it is recommended that Blocks 1050 and 1051, having a total area of 6.499ha (16.06a) will be accepted by the City to satisfy the parkland requirement of 4.748ha (11.73a) for the development of the subject lands, with the balance of 1.75 ha (4.326a) of parkland to be acquired by the City;

iv) That conditions contained in the Consolidated Report dated December 18, 1987 be met by the developer to the satisfaction of the City and any other official agency concerned with the development of the lands, prior to registration of the plan.

(b) That the letter dated December 22, 1987, from Mr. T. Tyndorf, PMG Consulting Engineers & Planners, on behalf of East Credit Development Corporation, advising that the conditions of draft approval with respect to proposed plan of subdivision T-86072 are acceptable, be received for information.

T-86072

RECOMMEND ADOPTION

8. Report dated January 4, 1988, from Mr. R. G. B. Edmunds, Commissioner of Planning & Building, with respect to the conditions of draft approval for proposed industrial plan of subdivision T-86099 (Phase I), Sherwood Mills Incorporated (south of Eglinton Avenue West, both side of Creditview Road).

Site details are as follows:

Site area: 22.92ha (56.63a)

Existing Zoning: A

Proposed Zoning: R3-Special Section, R4-Special Sections, R5-Special Section

No. of Lots: 348 Lots and 16 Blocks

The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions.

RECOMMENDATION

That the plan of subdivision under File T-86099, Sherwood Mills Incorporated (south of Eglinton Avenue West, both side of Creditview Road), be recommended for approval to the Regional Municipality of Peel subject to the following conditions:

1) That the Financial Agreement between the City and the Developer be met by the Developer to the satisfaction of the City, prior to the registration of the plan;

ii) That the Servicing Agreement between the City and the Developer be met by the Developer to the satisfaction of the City, prior to the registration of the plan;

iii) That to meet the requirement of Section 50(5)(a) of the Planning Act, it is recommended that the parkland requirement of 1.18ha (2.92a) for the development of the subject lands (Phase I) shall be satisfied through external lands owned by the applicant under File T-86083, Sherwood Mills Incorporated;

iv) That conditions contained in the Consolidated Report dated December 22, 1987 (revised) be met by the developer to the satisfaction of the City and any other official agency concerned with the development of the lands, prior to registration of the plan.

Note: It is expected that a letter will be available from the applicant in response to the consolidated report.

In a letter dated December 23, 1987, the solicitor representing Daniels Financial Corporation, the owner of lands under proposed plan of subdivision T-85024 (north side of Eglinton Avenue between proposed Mavis Road extension and Second Line), advises that their lands are part of a larger area under 9 draft plans. It is their position that until such time an agreement is entered into between the landowners with respect to a cost-sharing agreement for the installation of storm sewers, approval of the other subdivision will prejudice their development, impose an undue and unfair cost burden and possibly result in costly delays. Accordingly, they are objecting to the approval of the proposed plans of subdivision T-86099 - Sherwood Mills Incorporated, T-86100 - Kaneff Holdings Incorporated and T-87021 - Chiappino and Associates Developments Limited, and are prepared to requested that they be referred to the Ontario Municipal Board.

The solicitor representing Daniels Financial Corporation will address the Committee.

T-86099

9. Report dated January 4, 1988, from Mr. R. G. B. Edmunds, Commissioner of Planning & Building, with respect to the conditions of draft approval for proposed industrial plan of subdivision T-86100 (Phase I), Kaneff Holdings Incorporated (south side of Eglinton Avenue West, east of Rathkeale Road).

Site details are as follows:

Site area: 22.99 ha (56.81 ac)

Existing Zoning: A

Proposed Zoning: R4-Special Sections, H-R4-Special Section, RM5, 01 and G

No. of Lots: 225 Lots and 16 Blocks

The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions.

RECOMMENDATION

That the plan of subdivision under File T-86100, Kaneff Holdings Incorporated (south side of Eglinton Avenue West, east of Rathkeale Road), be recommended for approval to the Regional Municipality of Peel subject to the following conditions:

i) **That the Financial Agreement between the City and the Developer be met by the Developer to the satisfaction of the City, prior to the registration of the plan;**

ii) **That the Servicing Agreement between the City and the Developer be met by the Developer to the satisfaction of the City, prior to the registration of the plan;**

iii) **That to meet the requirement of Section 50(5)(a) of the Planning Act, it is recommended that Block 240 be accepted by the City to satisfy the parkland requirement of 1.10ha (2.72a) for the development of the subject lands (Phase I), with the over-dedication of 0.12ha (0.30a) of parkland be credited towards future development of adjacent land to the north owned by the applicant under File T-86100 (Phase II);**

iv) **That conditions contained in the Consolidated Report dated December 22, 1987 (revised) be met by the developer to the satisfaction of the City and any other official agency concerned with the development of the lands, prior to registration of the plan.**

Note: It is expected that a letter will be available from the applicant in response to the consolidated report.

In a letter dated December 23, 1987, the solicitor representing Daniels Financial Corporation, the owner of lands under proposed plan of subdivision T-85024 (north side of Eglinton Avenue between proposed Mavis Road extension and Second Line), advises that their lands are part of a larger area under 9 draft plans. It is their position that until such time an agreement is entered into between the landowners with respect to a cost-sharing agreement for the installation of storm sewers, approval of the other subdivision will prejudice their development, impose an undue and unfair cost burden and possibly result in costly delays. Accordingly, they are objecting to the approval of the proposed plans of subdivision T-86099 - Sherwood Mills Incorporated, T-86100 - Kaneff Holdings Incorporated and T-87021 - Chiappino and Associates Developments Limited, and are prepared to requested that they be referred to the Ontario Municipal Board.

The solicitor representing Daniels Financial Corporation will address the Committee.

T-86100

10. Report dated January 4, 1988, from Mr. R. G. B. Edmunds, Commissioner of Planning & Building, with respect to the conditions of draft approval for proposed industrial plan of subdivision T-87021 (Phase I), Chiappino and Associates Developments Limited (east side of Rathkeale Road, south of Eglinton Avenue West).

Site details are as follows:

Site area:	4.30ha (10.63a)
Existing Zoning:	A
Proposed Zoning:	R4-Special Section, H-R4-Special Section and H-R5-Special Section
No. of Lots:	69 Lots and 10 Blocks

The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions.

RECOMMENDATION

That the plan of subdivision under File T-87021 (Phase I), Chiappino and Associates Developments Limited (east side of Rathkeale Road, south of Eglinton Avenue West), be recommended for approval to the Regional Municipality of Peel subject to the following conditions:

1) That the Financial Agreement between the City and the Developer be met by the Developer to the satisfaction of the City, prior to the registration of the plan;

ii) That the Servicing Agreement between the City and the Developer be met by the Developer to the satisfaction of the City, prior to the registration of the plan;

iii) That to meet the requirement of Section 50(5)(a) of the Planning Act, it is recommended that cash-in-lieu of parkland be accepted;

iv) That conditions contained in the Consolidated Report dated December 14, 1987 (revised) be met by the developer to the satisfaction of the City and any other official agency concerned with the development of the lands, prior to registration of the plan.

Note: It is expected that a letter will be available from the applicant in response to the consolidated report.

In a letter dated December 23, 1987, the solicitor representing Daniels Financial Corporation, the owner of lands under proposed plan of subdivision T-85024 (north side of Eglinton Avenue between proposed Mavis Road extension and Second Line), advises that their lands are part of a larger area under 9 draft plans. It is their position that until such time an agreement is entered into between the landowners with respect to a cost-sharing agreement for the installation of storm sewers, approval of the other subdivision will prejudice their development, impose an undue and unfair cost burden and possibly result in costly delays. Accordingly, they are objecting to the approval of the proposed plans of subdivision T-86099 - Sherwood Mills Incorporated, T-86100 - Kaneff Holdings Incorporated and T-87021 - Chiappino and Associates Developments Limited, and are prepared to requested that they be referred to the Ontario Municipal Board.

The solicitor representing Daniels Financial Corporation will address the Committee.

T-86099

EVENING SESSION

11. Public Meeting 7:00 pm

OZ-74-87, Sunoco Incorporated

Report dated January 4, 1988, from Mr. R. G. B. Edmunds, Commissioner of Planning & Building, with respect to rezoning application OZ-74-87, Sunoco Incorporated (south-east corner of Thomas Street and Erin Mills Parkway) to permit a service station and gas bar.

Site details are as follows:

Site area:	0.4ha (1.0a)
Frontage:	81.37m (266.96 ft) on Erin Mills Parkway 57.37m (188.22 ft) on Thomas Street
Existing Official Plan Designation:	Highway Commercial
Existing Zoning:	A
Proposed Zoning:	AC6-Special Section

The subject lands are vacant. To the north across Thomas Street, lands are vacant, and are subject of applications T-25285 and T-78029, Gartley Kids Incorporated and E.K. Birch Hill Properties Incorporated, to allow detached dwelling development. Farther north, the lands are occupied by detached dwellings. The properties to the east and south are vacant. To the west on the opposite side of Erin Mills Parkway the lands are vacant and are subject of applications OZ-48-87 and T-87026, Erin Mills Development Corporation, to permit residential neighbourhood development.

RECOMMENDATION

That the Planning Staff Report dated January 4, 1988, to the Community Planning & Development Committee on January 4, 1988, recommending approval of the application to amend the Zoning By-law under File OZ-74-87, Sunoco Incorporated (south-east corner of Thomas Street and Erin Mills Parkway), subject to site development plan and landscaping plan approvals, and the applicant agreeing to satisfy the financial and all other requirements of the City and any other official agency concerned with the development of these lands, be adopted.

12. Public Meeting 7:05 pm

OZ-80-84, Ontario Hydro (The Michael Stewart Group Limited)

Report dated January 4, 1988, from Mr. R. G. B. Edmunds, Commissioner of Planning & Building, with respect to official plan amendment and rezoning application OZ-80-84, Ontario Hydro (The Michael Stewart Group Limited) (Mississauga Heights Drive - south of Queensway West, east of Glengarry Road) to permit the development of 10 detached dwellings on lots with a minimum frontage of 34m (111 ft) and to establish a Special Site Area.

Site details are as follows:

Site Area:	1.545ha (3.817a)
Frontage:	445m (1,460 ft) on Mississauga Heights Drive
Proposed Official Plan Designation:	Residential Low-Density I
Existing Official Plan Designation:	Utilities
Existing Zoning:	R1
Proposed Zoning:	R1
Proposed Number of Units:	10 detached dwellings
Anticipated Population:	Approximately 38 persons

The subject lands are vacant and bounded to the north by Ontario Hydro lands along the south side of Queensway West. Lands to the south, across Mississauga Heights Drive, are zoned residential and occupied by detached dwellings. Lands on the north side of Queensway West are zoned residential and occupied by detached dwellings.

RECOMMENDATION

That the Planning Staff Report dated January 4, 1988, to the Community Planning & Development Committee on January 4, 1988, recommending approval of the application to amend the Official Plan, to redesignate lands from Utilities to Residential Low Density I, and to establish a Special Site Area under File OZ-80-84, Ontario Hydro (The Michael Stewart Group Limited) (Mississauga Heights Drive, south of Queensway West, east of Glengarry Road), be adopted, and further that the lands on the south side of Mississauga Heights Drive above the top-of-bank of the Credit River be included in the Special Site Area

OZ-80-84

Corporate Report

Received by Clerk's Dept. DEC 2 9 1987

1a

Clerk's Files L.09.04.01

COM.PLNG./DEV. JAN 4 1988

Originator's Files S.A. 187-87

DATE: January 4, 1988

TO: Chairman and Members of the Community Planning and Development Committee

FROM: R. G. B. Edmunds, Commissioner of Planning and Building

SUBJECT: Variance to Sign By-law 49-81
Report Request 355-87
Federal Express
3275 Orlando Drive

ORIGIN: Request by Mr. Randy Patton, Cummings Signs

COMMENTS: The request is for approval of an additional facia sign of individual letters with a sign face area of 1.81 m^2 (19.2 sq. ft.) to be located on the east elevation of the Federal Express building at 3275 Orlando Drive (see map and drawings, Appendix 1).

The Sign By-law states that an industrial building is permitted one illuminated or non-illumintaed facia sign, with a maximum sign area of 9.29 m^2 (100 sq. ft.) per front lot line. The applicant is seeking an additional facia sign to identify the entrance to the offices.

The building face is approximately 42.7 m (140 ft.) long and can satisfactorily accommodate lettering 5.94 m (19.5 ft.) long and 0.30 m (1 ft.) high

Due to the relatively minor nature of the variance requested, and since the size and location of the proposed signage will not impinge on the visual quality of the adjacent industrial lands, the proposal is acceptable from a design standpoint.

CONCLUSION: The proposed facia sign is small relative to the size of the building, and is in character with the adjacent industrial lands. There is no objection from a design standpoint.

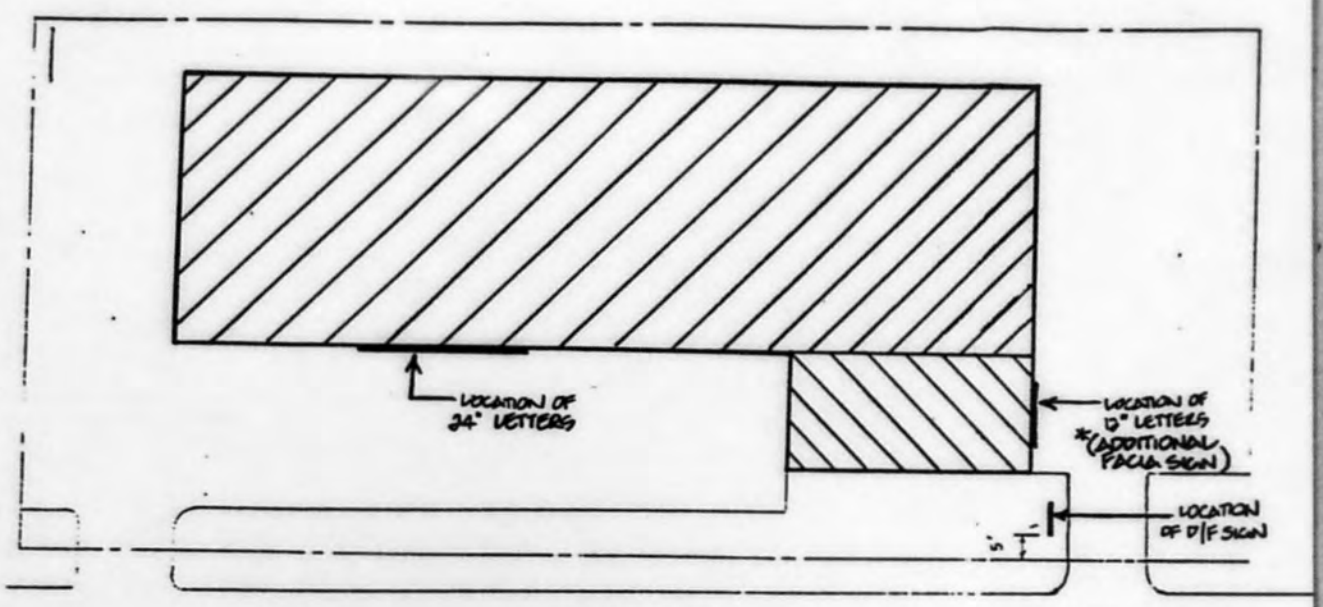
RECOMMENDATION: That the request by Randy Patton of Cummings Signs for permission to erect an additional facia sign with a sign face area of 1.81 m^2 (19.5 sq. ft.) on the east elevation of the Federal Express building at 3275 Orlando Drive, be approved.

R. G. B. Edmunds
Commissioner of Planning and Building

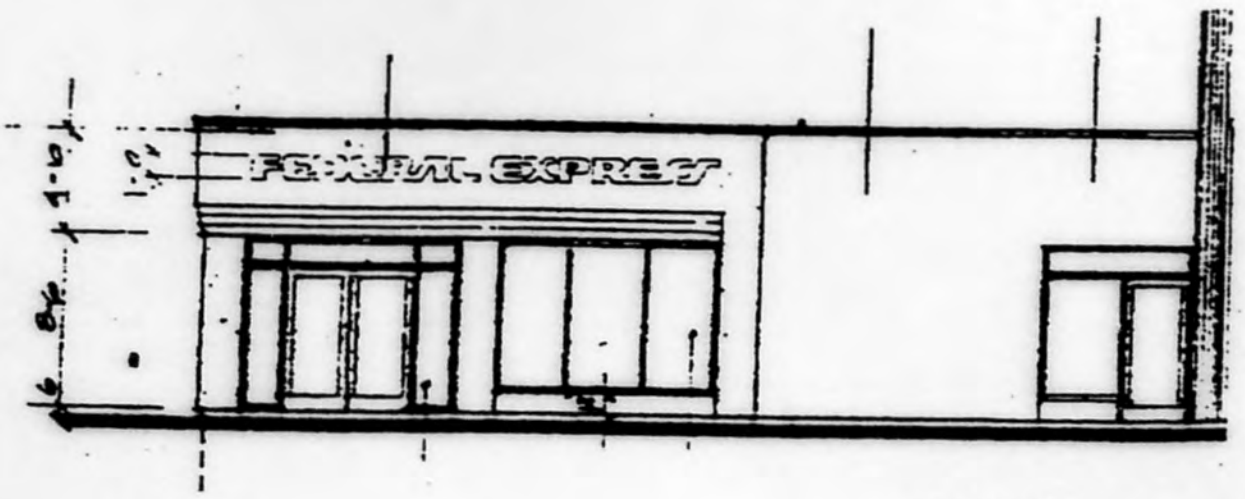
5047a/0747a/ad

APPENDIX 1

1C



SITE PLAN
FEDERAL EXPRESS



EAST ELEVATION
FEDERAL EXPRESS

1d

APPENDIX 1

3275 ORLANDO DR.
FEDERAL EXPRESS

le

CummingsSigns
38 Hansen Road South, Brampton, Ontario, Canada. L6W 3H4 (416) 457-4180

November 23/1987.

RECEIVED
DATE NOV 24 1987
FILE No. L.09.04
CLERKS DEPARTMENT

Mississauga Civic Centre
300 City Centre Drive
Mississauga, Ontario.
L5B 3C1

Attention: Mrs. Kathy Zammit
Clerks Dept.

Re: Federal Express
3275 Orlando Drive
Exterior Signage

Dear Mrs. Zammit:

Please find attached (2) two drawings showing the proposed signage for the above location. All the signage conforms to the Sign By-Law except the 12" set of letters reading " Federal Express " which are located on the East elevation.

This sign is located above the main entrance to the Offices.

Could you please place this on your next Development Committee Meeting and advise me when this item will be dealth with by the Committee.

If you should have any questions feel free to call me.

Yours truly,

Randy Patton
Permit Co-Ordinator

RP:lh
encl.

Corporate Report

2a

Received by Clerk's Dept. DEC 2 9 1987

Clerk's Files L.09.04.01

COM.PLNG./DEV. JAN 4 1988

Originator's Files S.A. 175-87

DATE: January 4, 1988

TO: Chairman and Members of the Community Planning and Development Committee

FROM: R. G. B. Edmunds, Commissioner of Planning and Building

SUBJECT: Variance to Sign By-law 49-81
Report Request 356-87
Akzo Coating Ltd.
6325 Northwest Drive

ORIGIN: Request by Mr. Randy Patton, Cummings Signs

COMMENTS: The request is for approval of an additional facia sign with a sign area of 7.34 m^2 (79 sq. ft.) to be erected on the east elevation of an existing industrial building at 6325 Northwest Drive (see map and drawings, Appendix 1).

The Sign By-law states than an industrial building is permitted one illuminated or non-illuminated facia sign, with a maximum sign area of 9.29 m^2 (100 sq. ft.) per front lot line.

The site has dual exposure onto Northwest Drive and Highway 427. The applicant has received a permit for a facia sign on Northwest Drive and is now seeking an additional facia sign for identification purposes from Highway 427.

Due to the relatively minor nature of the variance request, and since the size and location of the proposed signage will not impinge on the visual amenity of the adjacent lands, the proposal is acceptable from a design standpoint.

CONCLUSION: The proposed sign is small relative to the size of the building, is in character with the adjacent industrial lands and is visually acceptable.

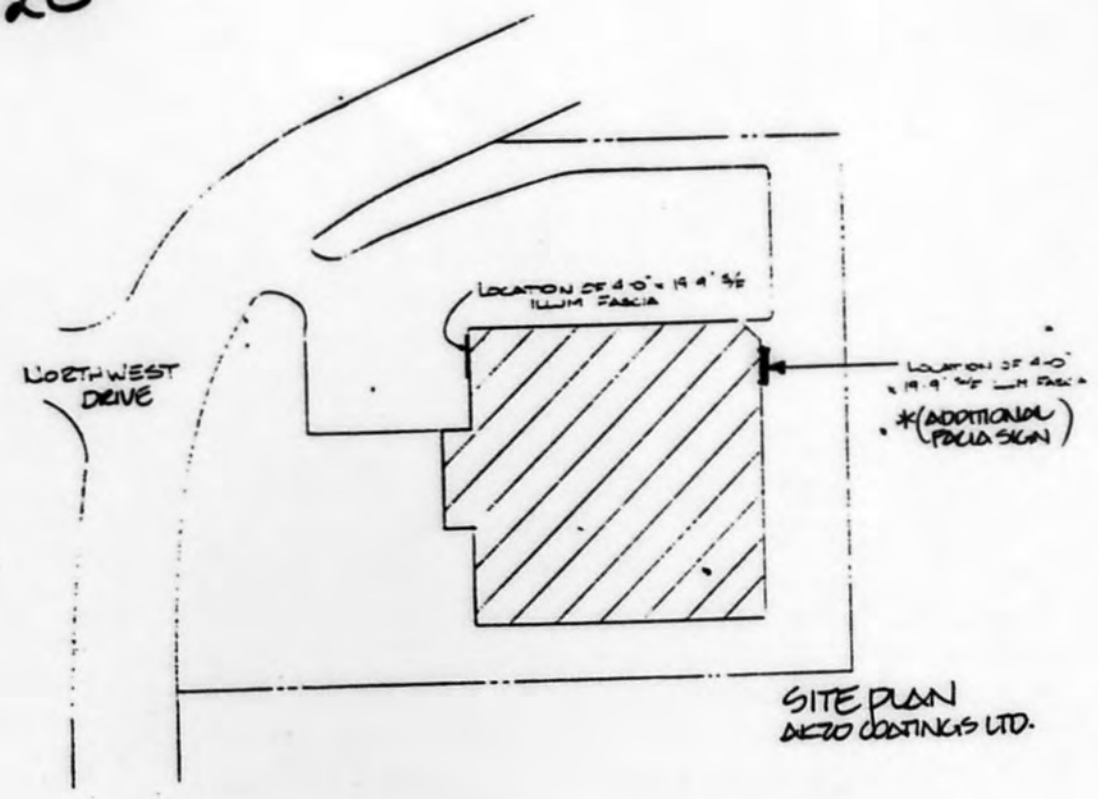
RECOMMENDATION: That the request by Randy Patton of Cumming Signs, for permission to erect an additional facia sign with a sign face area of 7.34 m^2 (79 sq. ft.) on the east elevation of the Akzo Coating Ltd. building at 6325 Northwest Drive, be approved.

R. G. B. Edmunds
Commissioner of Planning and Building

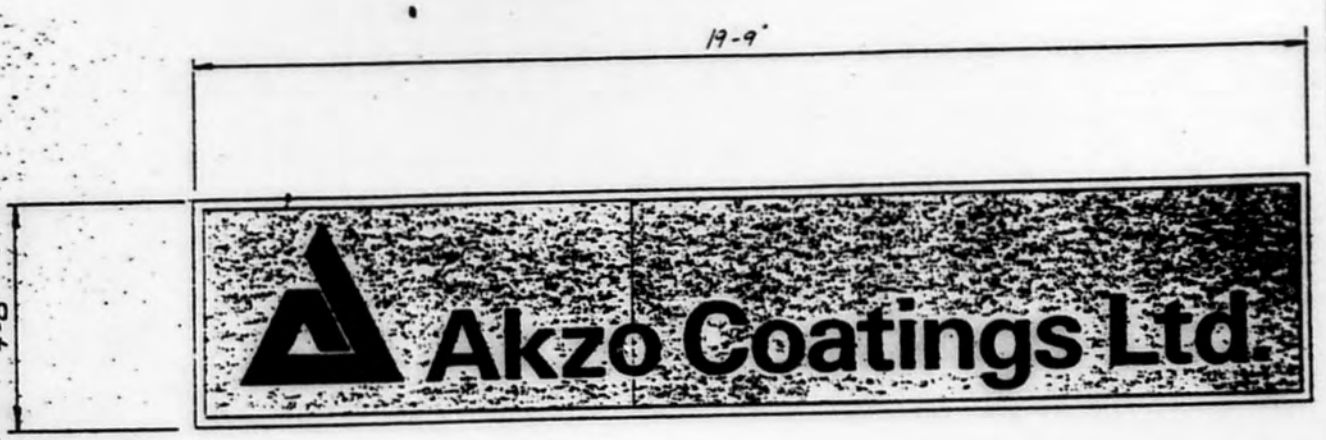
5045a/0747a/ad

APPENDIX 1

2c



SITE PLAN
AKZO COATINGS LTD.



PROPOSED FOCUS SIGN
AKZO COATINGS LTD.

2d

CummingsSigns OF CANADA LTD.

38 Hansen Road South, Brampton, Ontario, Canada L6W 3H4 (416) 457-4180

NOVEMBER 24 1987.

RECEIVED
DATE NOV 24 1987
FILE No L.09.04
CLERK'S DEPARTMENT

MISSISSAUGA CIVIC CENTRE
300 CITY CENTRE DRIVE
MISSISSAUGA ONTARIO
L5B 3C1

ATTENTION: KATHY ZAMMIT
CLERK'S DEPT.

RE: AKZO COATING
6325 NORTHWEST DRIVE.

PLEASE FIND ATTACHED (2) TWO DWG'S SHOWING A PROPOSED SIGN TO BE LOCATED AT THE ABOVE ADDRESS.

OUR CLIENT WOULD LIKE A ADDITIONAL FASCIA SIGN ON THE REAR OF HIS BUILDING TO CATCH THE TRAFFIC FLOW FROM THE HIGHWAY 427. THE CURRENT SIGN BY-LAW ONLY ALLOWS ONE FASCIA SIGN PER STREET FRONTAGE.

COULD YOU PLEASE REVIEW OUR REQUEST AND ADVISE WHEN THIS MATTER WOULD BE DEALT WITH BY THE DEVELOPMENT COMMITTEE.

IF YOU HAVE ANY QUESTIONS PLEASE CALL ME AT YOUR CONVIENCE.

YOURS TRULY,

RANDY PATTON
PERMIT CO-ORDINATOR

Corporate Report

3a

Received by Clerk's Dept. DEC 2 8 1987

Clerk's Files L.03.01

COM.PLNG./DEV. JAN 4 1988

Originator's Files P-378

DATE: January 4, 1988

TO: Chairman and Members of the Community Planning and Development Committee

FROM: R. G. B. Edmunds, Commissioner of Planning and Building

SUBJECT: Construction of a new dwelling prior to demolition of an existing building on the same property.

ORIGIN: Letter dated November 26, 1987 from Joseph W. McKenna, Solicitor, on behalf of Alex and Maria Lucreziano.

COMMENTS: Mr. and Mrs. Lucreziano reside at 2032 Dickson Road. They have applied for a building permit to construct a new dwelling on their property. The Zoning By-law allows only one dwelling on a lot. The Lucrezianos proceeded to construct without a building permit. An Order to Comply With Act or Code was issued on November 20, 1987. Mr. and Mrs. Lucreziano desire to continue residing in their home while the new building is being constructed. Notwithstanding the fact that the Lucrezianos have proceeded with the construction before obtaining a building permit, their request is reasonable and should be approved.

RECOMMENDATION: That the request by Mr. and Mrs. Alex Lucreziano for permission to continue residing in their home while a new dwelling is being constructed on the property be approved, subject to the following conditions:

(a) That a Letter of Credit for a sum of $10,000.00 be submitted to the City of Mississauga Planning & Building Department to ensure that the existing dwelling will be demolished.

(b) That Mr. and Mrs. Lucreziano submit a written undertaking indemnifying the City of Mississauga from any personal and/or property damages that may occur during the construction of the new dwelling.

(c) That Mr. and Mrs. Lucreziano satisfy all permit requirements and obtain a building permit prior to commencing construction.

(d) That Mr. and Mrs. Lucreziano submit a written undertaking to the City of Mississauga to demolish the existing dwelling by December 31, 1988.

R. G. B. Edmunds
Commissioner of Planning and Building

4758a/8-9

- 3c

COPELAND, McKENNA

BARRISTERS AND SOLICITORS

JOSEPH W. McKENNA
JOHN A. COPELAND
KEITH D. NELSON

3638 LAKESHORE BLVD. WEST
TORONTO, ONTARIO
M8W 1P1
TELEPHONE 252-3351

November 26, 1987.

Office of the Clerk,
City of Mississauga,
300 City Centre Drive,
Mississauga, Ontario.
L5B 3C1

RECEIVED
REGISTRY No.
DATE NOV 26 1987
FILE No. L.0301
PLANNING DEPARTMENT

Attention: Denise Peternell

Re: 2032 Dickson Road, Mississauga
Lucreziano

Dear Sirs:

Pursuant to our telephone conversation, we would advise that we represent Alex and Maria Lucreziano, the owners of the above property.

The owners presently reside in the dwelling on the property which is quite old and have applied for a building permit to construct a new dwelling. This was presented in June, 1987.

Our clients understand that the permit is available and ready to be delivered, but that such cannot be done until this present dwelling is demolished. Keeping in mind that this is where the applicant and his family are living, demolition at this time would create an undeserved hardship.

Construction on the existing dwelling has stopped and the building inspector has advised Mr. Lucreziano to make an application to the City to allow the present dwelling to remain, provided demolition takes place forthwith upon the completion of construction and our client suggests no later than July 1st, 1988.

Due to the imminent cold weather, the indulgence of the City would be appreciated.

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We are enclosing a copy of the Order to Comply which was given to Mr. Lucreziano. May we hear from you.

Yours very truly,

COPELAND, McKENNA

Joseph W. McKenna

JWM/ga

Encl.

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*Reg. T.M. in Canada. Municipal World Inc.

No.

32

ORDER TO COMPLY WITH ACT OR CODE

Building Code Act, R.S.O. 1980, c. 51, s. 5, 6 and 8; O/Reg. 419/86

Name of Municipality City of Mississauga Phone 896-5000

Date issued: Nov 18th 1987 Time 11 30 a.m./p.m.

Permit No. CODE 8694 A

Project location: 2032 Dickson Rd.

Owner: A LUCREZIANO

Inspector's Telephone No. 896-5696

Contractor:

PENALTIES ARE PROVIDED FOR VIOLATION OF THE BUILDING CODE ACT AND CODE

DESCRIPTION OF VIOLATION	LOCATION	SECTION ACT OR CODE
WORK IN PROGRESS ON		CONTRARY
NEW DWELLING PRIOR		TO 5-1
TO OBTAINING A BUILDING		OF THE ACT
PERMIT.		

REQUIRED ACTION

- [x] Comply with Act and Code before Nov 20th 1987 (Date)
- [x] Obtain building permit (Subsection 5 (1))
- [ ] Obtain demolition permit (Subsection 5 (1))
- [ ] Post building permit card
- [ ] Secure against illegal entry
- [ ] Call office for inspection appointment
- [x] Other (specify) RESOLVE WITHHELD PROBLEMS AND OBTAIN PERMIT

STOP WORK ORDER — Where an order of an inspector made under this section is not complied with within the time specified thereto, or where no time is specified within a reasonable time in the circumstances, the chief official may order that all or any part of the construction or demolition inspected, the building cease and such order shall be served on such persons affected thereby as the chief official specifies and a copy thereof shall be posted on the site of the construction or demolition and no person except an inspector or the chief official shall remove such copy unless authorized by an inspector or the chief official. Subsection 8 (5)

Date Order Issued: Nov 18th 1987

Signature of Inspector

Guidelined Copy - OWNER/CONTRACTOR White Copy - OFFICE Yellow Copy - INSPECTOR Pink Card Copy - FIELD

4a

Corporate Report

Received by Clerk's Dept. NOV 2 3 1987

Clerk's Files B.05.06

COM.PLNG./DEV. JAN 4 1988

COM.PLNG./DEV. NOV 3 0 1987

Originator's Files Parking

DATE: November 30, 1987

TO: Chairman and Members of the Community Planning and Development Committee

FROM: R. G. B. Edmunds, Commissioner of Planning and Building

SUBJECT: Parking Standards – Places of Religious Assembly

ORIGIN: Planning and Building Department

COMMENTS:

1. Introduction

The current parking standard of 6.4 spaces per 100 m^2 (6.0 spaces per 1,000 sq. ft.) of gross floor area has been in effect since the approval of By-law 186-81 by the Ontario Municipal Board on May 8, 1981.

The previous standard of one space for every six seats was considered inappropriate because it related parking to fixed seating within the chapel, and did not make provision for the parking demand generated by other components in a place of religious assembly. The conversion of pew or bench space into number of seats also created a problem due to a lack of consistency regarding the definition of "seat". In addition, the standard itself was considered low based on information regarding vehicle occupancy. This standard was, therefore, included as part of a comprehensive review of parking standards undertaken by the Planning Department in 1979. Based on information from other municipalities and parking consultants, and a review of the literature, the standard was amended through By-law 186-81.

In view of the length of time the existing standard has been in effect, the fact that City has not undertaken its own utilization surveys, and problems regarding parking associated with places of religious assembly in residential areas, this report reviews the parking demand associated with places of religious assembly.

2. Components of Parking Demand

The parking facilities for a place of religious assembly should recognize the demand generated by the following:

- the area of the building devoted to the place of public worship - chapel, temple, auditorium, and the like - designed with or without fixed seating;
- on-site meeting rooms, conference rooms, banquet halls, and the like;
- educational uses;
- offices, residences, and other uses accessory to the primary function of public worship;
- the total gross floor area of the building.

In addition, the resultant parking standard should attempt to recognize the variation in peak-hour demand for each of the above components, the potential for appropriate off-site shared parking, and the on-site provision for service vehicles.

3. Measurement of Parking Demand

A parking utilization survey measures parking demand by relating the number of vehicles parked on, or near, a site for a specific time, to an appropriate spatial dimension, such as building gross floor area. The survey records the number of cars and service vehicles (e.g. buses, vans) parked on-site, or nearby streets, and off-site (e.g. schools, shopping centres). Based on discussions with parking consultants, representatives of the Inter-Church Regional Planning Association, and previous research, it was concluded that the peak demand for a typical week occurs on Sunday morning.

Accepting the above as a valid assumption, ascertaining peak parking requirements concentrated on identifying the demand related to the chapel or total gross floor area since the parking demand generated from the other uses is not considered to be additive to the Sunday peak.

The study was designed to include representation from a wide-range of denominations (see Table 1), and geographic locations (see Figure 1) throughout the City. Sixty-two places of religious assembly were surveyed on two Sundays.

4. Survey Findings

4.1 Statistical Measures Four statistical measures were used to analyze the survey data: the range, the mean, the standard deviation, and the confidence level.

The range of a data set is the difference between the highest and lowest values. The mean is a measure used to describe the middle or centre of a set of numbers, and is calculated by dividing the sum by the number within the data set. In order to measure the variability of the data around the mean (how the data are spread out or dispersed), the deviation from the mean is calculated. It provides an indication of the variability of the measurements. If the measurements are close to the mean, then the deviations from the mean will be small, and subsequently the standard deviation will be large with greater variability within the data set. A statistical measure of the degree of confidence of the data is measured by confidence limits. The values commonly used are 0.95, 0.98, or 0.99. For this analysis, a 95 percent confidence level was used. A 95 percent level of confidence means the figure is statistically reliable 95 out of 100 times. Parking standards are based on this statistic, rather than the mean. These measures are illustrated in Figure 2.

4.2 Survey Findings - Gross Floor Area The results of the parking utilization surveys are summarized in Appendix 1.

Appendix 2 summarizes the observed parking demand for each denomination. The mean peak demand for all places of religious assembly was 8.5 spaces per 100 m^2 (7.9 spaces per 1,000 sq. ft.) gross floor area. An important consideration of the data is the measure of variation or dispersion of values around the mean. The range for this data set is 15.2, the difference between a high of 18.1 (Erin Mills Campus), and 2.9 (Unitarian). A more meaningful indication, however, is the standard deviation which is calculated at 4.37. Both measures indicate a significant variability within the data and, therefore, the upper confidence limit for a 95 percent degree of confidence (rather than the mean) provides a more statistically reliable measure of the parking demand. The lower and upper confidence limits are 6.5 and 10.5, respectively.

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TABLE 1

PARKING UTILIZATION SURVEY

Denomination	No. of Sites Surveyed	Percent of Total Survey
Anglican	6	10.7
Apostolic	1	1.8
Baptist	7	12.4
Bible Chapel	2	3.6
Christian Reformed	3	5.4
Jehovah Witness	1	1.8
Lutheran	1	1.8
Missionary Alliance	2	3.6
Pentecostal	1	1.8
Presbyterian	4	7.1
Roman Catholic	14	25.0
Salvation Army	2	3.6
Seventh Day Adventist	1	1.8
Ukranian Catholic	1	1.8
Unitarian	1	1.8
United	7	12.4
Church Campus*	2	3.6
	56	100.0

* Erin Mills – Baptist, United, Presbyterian, Anglican
Meadowvale – Lutheran, United, Presbyterian, Anglican

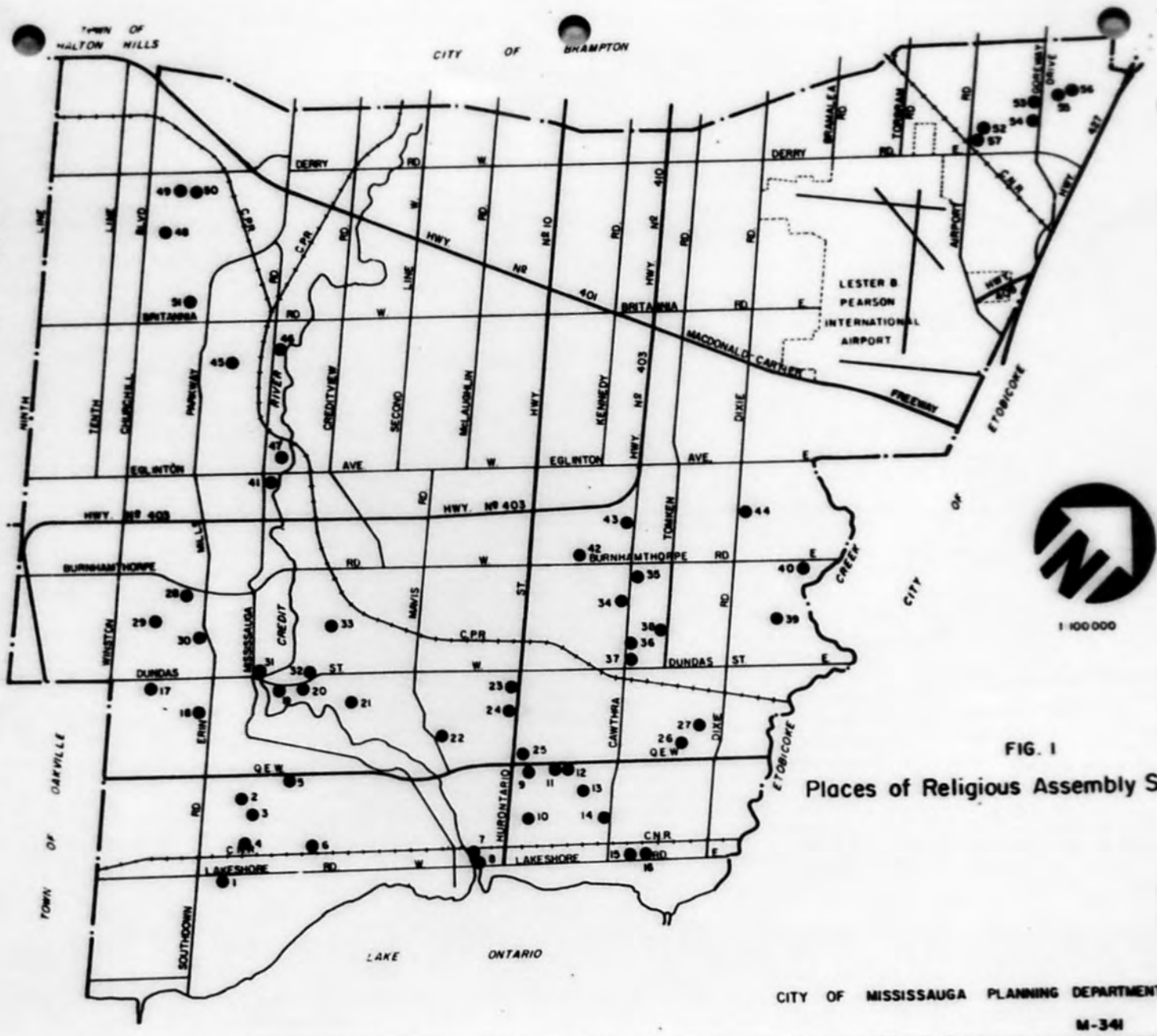

FIG. 1

Places of Religious Assembly Surveyed

CITY OF MISSISSAUGA PLANNING DEPARTMENT.

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PLACES OF RELIGIOUS ASSEMBLY SURVEYED
(See Figure 1)

1. Clarkson Christian Reformed
2. St. Bride – Anglican
3. Christ Church – United
4. St. Christopher's – Roman Catholic
5. Lorne Park – Baptist
6. St. Paul's – Anglican
7. Trinity – Anglican
8. St. Andrew's – Presbyterian
9. Unitarian Congregation of South Peel
10. St. Mark – Lutheran
11. New Apostolic
12. Kenmuir – Baptist
13. Lyndwood – United
14. St. Dominic – Roman Catholic
15. Lakeview Alliance Tabernacle
16. Mississauga Seventh Day Adventists
17. St. Francis of Assissi – Roman Catholic
18. Sheridan Park Alliance
19. Erindale – Presbyterian
20. Erindale United
21. Ebenezer Reformed
22. Anapillis Church of Lithuanian Martyrs – Roman Catholic
23. Cooksville United and Korean United
24. St. Catherine of Sienna – Roman Catholic
25. St. Hilary – Anglican
26. Applewood United
27. St. Salvador DoMundo – Roman Catholic
28. Erin Mills Church Campus
29. Salvation Army – Erin Mills Corps
30. Erin Mills Baptist
31. St. Peter's – Anglican
32. Erindale Bible Chapel
33. St. Martin of Tours
34. Mississauga City Baptist
35. St. Mary's Ukranian CAtholic
36. Salvation Army – Mississauga Temple
37. Dixie Presbyterian
38. St. Patrick's – Roman Catholic
39. Bethesda United
40. Saints Martha and Mary – Roman Catholic
41. Croatian Martyrs – Roman Catholic
42. Saints Peter and Paul – Roman Catholic
43. St. Maximillian Kolbe – Roman Catholic
44. Kingdom Hall of Jehovah's Witnesses
45. Streetsville Baptist
46. Trinity Anglican
47. Mississauga Gospel Temple Pentecostal
48. Meadowvale West Church Campus
49. St. John of the Cross – Roman Catholic
50. Meadowvale Bible – Baptist
51. Meadowvale Community Christian Reformed
52. Malton Bible Chapel
53. St. Hugh and St. Edmund – Anglican
54. Malton Baptist
55. St. Mark's – Presbyterian
56. Our Lady of the Airways – Roman Catholic
57. Trinity United – Malton

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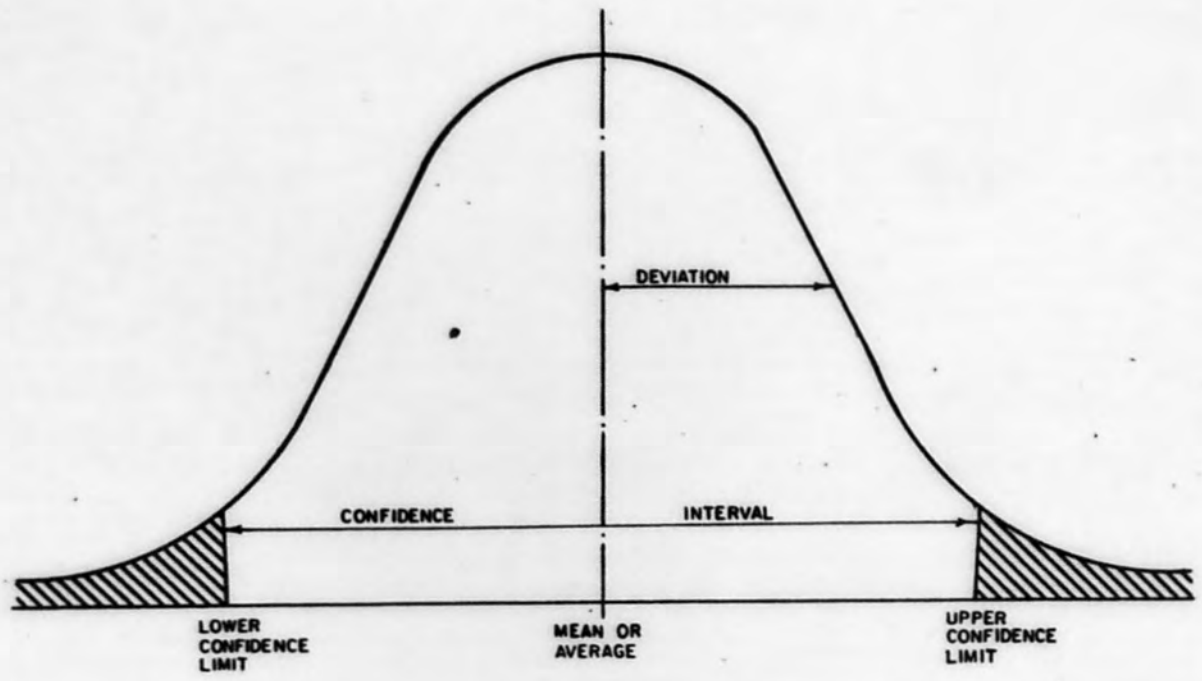
FIGURE 2

STATISTICAL MEASURES



M-473

CITY OF MISSISSAUGA PLANNING & BUILDING DEPARTMENT

Because the calculation of the mean considered each denomination on an equal basis (number of facilities surveyed, size of facility, etc. are not reflected in the calculations), the recommended standard, while accommodating the parking demand for most places of religious assembly, will not be appropriate in all situations. Where the observed mean of an individual denomination exceeds the 95 percent confidence level, or where there is a significant range in the individual data set, the standard of 10.5 spaces per 100 m^2 (9.8 spaces per 1,000 sq. ft.) gross floor area will not satisfy the expected on-site parking demand.

4.3 Survey Findings - Chapel Area (area devoted to public worship) The survey data were also analyzed by relating the observed parking demand to gross floor area of the chapel. The mean was 20.1 spaces per 100 m^2 (18.7 spaces per 1,000 sq. ft.) with a range of 42.0 and a standard deviation of 10.8 (see Appendix 6). Using the upper limit of the 95 percent confidence interval, a parking standard related to chapel area would be 25.8 spaces per 100 m^2 (24.0 spaces per 1,000 sq. ft.).

Similar to the findings in Section 4.3, certain denominations experienced an observed mean that exceeded the upper 95 percent confidence level.

4.4 Review of Chapels with Fixed Seating A review of site plans of chapel areas with fixed seating provided a second method of calculating a parking standard. The pew or bench space was measured on each site plan was converted into number of seats assuming 0.51 m (20 inches) equals one seat. Using various car occupancy ratios, parking standards were calculated to provide the required number of seats taking into account the size of the chapel. The results are summarized in Table 2.

A parking standard of 27.1 spaces per 100 m^2 (25.2 spaces per 1,000 sq. ft.) gross floor area (chapel) equates to a ratio of one space for every four seats assuming 0.51 m^2 (20 inches) of bench or pew space equals one seat. This figure compares favourably with the upper limit of 95 percent confidence test on survey data.

4.5 Standards - Other Municipalities A review of standards in other municipalities provides another input in determining appropriate standards.

As shown in Table 3, the recommended standards are similar to those in East York, North York (for the main area of worship) and York.

TABLE 2

SUMMARY OF PARKING RATIOS - CHAPELS (FIXED SEATING)

	PRA	No. of Seats	Size of Chapel(m2)	Parking Standard (spaces/100 m2 GFA) 3 Seats /Space	4 Seats /Space	5 Seats /Space
1.	Jehovah Witness	234	212.4	36.7	27.7	22.1
2.	St. John of the Cross	736	675.2	36.3	27.4	21.8
3.	Mississauga Gospel Temple	984	841.0	39.0	29.2	23.4
4.	St. Peter & Paul	741	661.0	37.4	28.0	22.4
5.	Croatian Martyrs	654	509.0	42.8	32.3	25.7
6.	Sheridan Park Alliance	304	442.0	22.9	17.2	13.8
7.	St. Salvador DoMundo	574	513.0	37.2	28.1	22.4
	Mean			36.0	27.1	21.7

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TABLE 3

PARKING STANDARDS FOR PRA IN OTHER MUNICIPALITIES

1.	Scarborough	–	7.7 spaces/100 m^2 GFA
2.	East York	–	13.3 spaces/100 m^2 GFA
3.	North York	–	1 space for each 4.7 m^2 (50 sq. ft.) of GFA devoted to the main area of worship, or 1 space for each 28 m^2 (300 sq. ft.) of GFA, whichever is greater.
4.	York	–	10.5 spaces/100 m^2 GFA; or 5.9 spaces/100 m^2 of net floor space used for meeting rooms (excluding the Sunday School) greater than 19 m^2 and separated by permanent fixed partitions; excluding the first 85 m^2, whichever is the greater
5.	Etobicoke	–	1 space for every 5 seats designed for maximum capacity
6.	Oakville	–	1 space for each member of staff plus 1 space for each 5 persons who can be accommodated in the main place of assembly
7.	Burlington	–	1 space for every 6 persons which can be accommodated in the main place of assembly
8.	London	–	CBC – 1 space for every 8 seats
		–	Central Area – 1 space for every 7 seats
		–	Suburbs – 1 space for every 5 seats
9.	St. Catharines	–	1 space for every 5 seats or 1 space for every 3.0 m of bench space.
10.	Ottawa	–	1 space for every 5 seats or 1 space for every 3.1 m of bench space.

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4.6 Shared Parking Shared parking involves combining land-uses in order that the total demand for parking is less than the sum of the demand generated by individual uses. It is based on the principle that the peak parking demand for adjacent, or nearby uses, will not occur at the same time, and therefore, allowing for parking facilities on one site to be used to meet the demand on another site. Shared parking for places of religious assembly could be considered on a site-by-site basis using the following guidelines:

- appropriate hourly and daily parking accumulation curves for all land-uses involved in the sharing of parking facilities;
- parking privileges - exclusive/guaranteed parking spaces - authorized use of off-site parking must be provided;
- pedestrian links between uses and parking facilities is critical to the operation of shared parking;
- the rate structure (paid vs free parking);
- type of parking - what is the turnover rate?

Based on the findings of the utilization surveys (see Table 4), off-site shared parking could be allowed to account for up to 30 percent of the By-law requirements.

CONCLUSION

The parking standard for places of religious assembly should be designed to meet the peak-hour demand related to the function of public worship. In this regard, a standard of 10.5 spaces per 100 m^2 (9.8 spaces per 1,000 sq. ft.) gross floor area, or 25.8 spaces per 100 m^2 (24.0 spaces per 1,000 sq. ft.) gross floor area devoted to public worship, whichever is greater, statistically represents a standard that accommodates the expected parking demand for most facilities. It does not, however, solve the problem of the considerable variation in parking requirement evident among the various denominations. That is, the above standard would result in an oversupply of parking for Lutheran, Pentacostal, United, Salvation Army, Unitarian, and Seventh Day Adventists, while not meeting the observed demand for Roman Catholic, Jehovah Witness, and Christian Reformed denominations. To address this dilemma, the following options were considered:

TABLE 4

OFF-SITE PARKING AS A PER CENT OF TOTAL PARKING DEMAND

		Total Observed Parking Demand	Off-Site Adjacent Streets	Off-Site Other	Off-Site as Percent of Total Demand
1.	St. Peter & Paul	257	56	93	58.0
2.	St. Maximillian Kolbe	125	11	–	8.8
3.	St. Patrick's	227	12	57	30.4
4.	St. Martha & Mary	130	14	–	10.8
5.	St. John of the Cross	188	55	–	29.3
6.	St. Francis of Assisi	141	33	30	44.7
7.	St. Martin's of Tours	158	1	19	12.7
8.	St. Christopher's	150	26	45	47.3
9.	Dominican Fathers	236	55	–	23.3
10.	St. Salvador DoMundo	258	6	73	30.6
11.	St. Mary's Ukranian Cath.	114	16	18	29.8
12.	Erin Mills – Baptist	63	–	12	19.0
13.	Christ Church United	70	1	48	70.0
14.	Lyndwood United	26	7	–	26.9
15.	Applewood United	42	–	21	50.0
16.	Trinity-Anglican	71	21	–	29.6
17.	Clarkson-Christian Reformed	151	–	25	16.6
18.	Sheridan Park Alliance	92	6	–	6.5
19.	Erindale Bible Chapel	161	75	–	46.6

Adjacent Street as Per Cent of Total Demand	14.8%
Other Off-Site as Per Cent of Total Demand	16.6%
Total Off-Site as Per Cent of Total Demand	31.4%

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Option 1

Incorporate into the zoning by-laws the above-mentioned standard as the parking requirement for all places of religious assembly. While that is similar to the approach used in calculating other parking standards - i.e. based on observed mean values and the upper 95 percent confidence level - the considerable variation in the observed data creates a situation where the recommended standard would result in oversupply of parking for some denominations, and a critical undersupply for others.

Option 2

Incorporate into the zoning by-laws different parking standard for the various denominations, based these on the results of the parking utilization surveys.

Option 3

Delete parking standards and requirements from the zoning by-laws and, instead, adopt a series of policy guidelines on parking requirements (based on the results of the parking utilization studies) to be applied during the processing site plan applications.

The third option is preferred, because it provides the needed flexibilitiy to ascertain equitably the parking requirements, based on denominational and locational characteristics, for places of religious assembly.

RECOMMENDATIONS

1. That Schedule 'A' to Section 22C of By-law 5500; Schedule 'A' to By-law 1227 (former Town of Port Credit)); and Schedule 'I' to Section 6(26) of By-law 65-30 (former Town of Streetsville), be amended by deleting the parking standards for a Place of Religious Assembly.

2(a). That the observed parking demand (factored to represent an upper 95 percent confidence level) for total gross floor area, and/or area devoted to public worship, (whichever is greater) contained in Appendices 2, 3, 4, 5, and 6 in the report "Parking Standards - Places of Religious Assembly", dated November 30, 1987 from the Commissioner of Planning and Building, be adopted as parking-standards guidelines for determining the parking requirements of Places of Religious Assembly during the site-plan-approval process.

2(b). That during the evaluation of site plans for Places of Religious Assembly consideration be given to the sharing of off-site parking facilities equal to approximately 30 percent of the parking requirements inherent in (a) above, based on the following criteria:

- variation in peak parking demand between land-uses;
- authorized use of off-site parking;
- appropriate design of pedestrian walks between land-uses.

R. G. B. Edmunds
Commissioner of Planning and Building

4887a/711

APPENDIX 1

PARKING UTILIZATION SURVEY

Name	GFA[2]	Chapel	Observed Peak-Hour Demand[1] On-Site	Adjacent Streets	Off-Site	Total	Parking Demand Ratio GFA	Chapel
1. ROMAN CATHOLIC								
1.1 St. Peter and Paul	1065 m^2 11465 sq.ft.	661 m^2 7115 sq.ft.	108	56 (3)	93 (4)	257	24.1/100 m^2 22.4/1000 sq.ft.	38.9/100 m^2 36.1/1000 sq.ft.
1.2 St. Maximilian Kolbe	2482 m^2 26716 sq.ft.	465 m^2 5005 sq.ft.	114	11 (5)	-	125	5.0/100 m^2 4.7/1000 sq.ft.	26.9/100 m^2 25.0/1000 sq.ft.
1.3 St. Patrick's	1271 m^2 13681 sq.ft.	643 m^2 6927 sq.ft.	158	12 (6)	57 (7)	227	17.9/100 m^2 16.6/1000 sq.ft.	35.3/100 m^2 32.8/1000 sq.ft.
1.4 St. Martha and Mary	535 m^2 5760 sq.ft.	94 m^2 1008 sq.ft.	116	14 (8)	-	130	24.3/100 m^2 22.6/1000 sq.ft.	138.3/100 m^2 129.0/1000 sq.ft.
1.5 Church of Croatian Martyr's	1896 m^2 20408 sq.ft.	509 m^2 5479 sq.ft.	88	-	-	88	4.6/100 m^2 4.3/1000 sq.ft.	17.3/100 m^2 16.1/1000 sq.ft.
1.6 St. John of the Cross	1065 m^2 11465 sq.ft.	675 m^2 7266 sq.ft.	133	55 (9)	-	188	17.7/100 m^2 16.4/1000 sq.ft.	27.9/100 m^2 25.9/1000 sq.ft.
1.7 St. Francis of Assissi	638 m^2 6870 sq.ft.	- -	78	33 (10)	30 (11)	141	22.1/100 m^2 20.5/1000 sq.ft.	- -
1.8 St. Martin's of Tours	970 m^2 10440 sq.ft.	656 m^2 7065 sq.ft.	138	1 (12)	19 (13)	158	16.3/100 m^2 15.1/1000 sq.ft.	24.1/100 m^2 22.4/1000 sq.ft.

PARKING UTILIZATION SURVEY

Name	GFA[2]	Chapel	Observed Peak-Hour Demand[1] On-Site	Adjacent Streets	Off-Site	Total	Parking Demand Ratio GFA	Parking Demand Ratio Chapel
1.9 St. Christopher's	1774 m^2 19095 sq.ft.	767 m^2 8256 sq.ft.	79	26 (14)	45 (15)	150	8.5/100 m^2 7.9/1000 sq.ft.	19.6/100 m^2 18.2/1000 sq.ft.
1.10 Dominican Fathers	1633 m^2 17580 sq.ft.	816 m^2 8790 sq.ft.	181	55 (16)	-	236	14.5/100 m^2 13.4/1000 sq.ft.	28.9/100 m^2 26.8/1000 sq.ft.
1.11 St. Catherine of Sienna	1776 m^2 19119 sq.ft.	725 m^2 7814 sq.ft.	129	-	-	129	7.3/100 m^2 6.7/1000 sq.ft.	17.8/100 m^2 16.5/1000 sq.ft.
1.12 Our Lady of the Airways	1260 m^2 13563 sq.ft.	849 m^2 9140 sq.ft.	74	-	-	74	5.9/100 m^2 5.5/1000 sq.ft.	8.7/100 m^2 8.1/1000 sq.ft.
1.13 Anapillis Church of the Lithuanian Martyrs	3425 m^2 36872 sq.ft.	668 m^2 7200 sq.ft.	51	-	-	51	1.5/100 m^2 1.4/1000 sq.ft.	7.6/100 m^2 7.1/1000 sq.ft.
1.14 St. Salvador Do Mundo	822 m^2 8850 sq.ft.	513 m^2 5522 sq.ft.	179	6 (17)	73 (18)	258	31.4/100 m^2 29.2/1000 sq.ft.	50.3/100 m^2 46.7/1000 sq.ft.
Mean - Roman Catholic							14.4/100 m^2 13.4/1000 sq.ft.	34.0/100 m^2 31.6/1000 sq.ft.
2. UKRANIAN CATHOLIC								
2.1 St. Mary's	1477 m^2 15905 sq.ft.	1164 m^2 12530 sq.ft.	80	16 (19)	18 (20)	114	7.7/100 m^2 7.2/1000 sq.ft.	9.8/100 m^2 9.1/1000 sq.ft.

APPENDIX 1

PARKING UTILIZATION SURVEY

Name	GFA[2]	Chapel	Observed Peak-Hour Demand[1] On-Site	Adjacent Streets	Off-Site	Total	Parking Demand Ratio GFA	Chapel
3. BAPTIST								
3.1 Mississauga City	338 m^2 3634 sq.ft.	- -	92	-	-	92	27.2/100 m^2 25.3/1000 sq.ft.	- -
3.2 Streetsville	234 m^2 2520 sq.ft.	- -	23	-	-	23	9.8/100 m^2 9.1/1000 sq.ft.	- -
3.3 Meadowvale First	1727 m^2 18589 sq.ft.	- -	19	-	-	19	1.1/100 m^2 1.0/1000 sq.ft.	- -
3.4 Erin Mills	620 m^2 6679 sq.ft.	- -	51	-	12 (21)	63	10.2/100 m^2 9.4/1000 sq.ft.	- -
3.5 Lorne Park	899 m^2 9679 sq.ft.	376 m^2 4048 sq.ft.	107	-	-	107	11.9/100 m^2 11.1/1000 sq.ft.	28.5/100 m^2 26.4/1000 sq.ft.
3.6 Kenmuir	1467 m^2 15789 sq.ft.	1248 m^2 13432 sq.ft.	33	-	-	33	2.2/100 m^2 2.1/1000 sq.ft.	2.6/100 m^2 2.5/1000 sq.ft.
3.7 Malton	543 m^2 5846 sq.ft.	297 m^2 3200 sq.ft.	43	-	-	43	7.9/100 m^2 7.4/1000 sq.ft.	14.5/100 m^2 13.4/1000 sq.ft.
Mean - Baptist							10.0/100 m^2 9.3/1000 sq.ft.	15.2/100 m^2 14.1/1000 sq.ft.

PARKING UTILIZATION SURVEY

Name	GFA[2]	Chapel	Observed Peak-Hour Demand[1] On-Site	Adjacent Streets	Off-Site	Total	Parking Demand Ratio GFA	Chapel
4. SALVATION ARMY								
4.1 Temple	1533 m^2 16500 sq.ft.	- -	78	-	-	78	5.1/100 m^2 4.7/1000 sq.ft.	- -
4.2 Erin Mills Corps	1066 m^2 11476 sq.ft.	- -	10	-	-	10	0.9/100 m^2 0.9/1000 sq.ft.	- -
5. UNITED								
5.1 Bethesda	294 m^2 3166 sq.ft.	- -	12	-	-	12	4.1/100 m^2 3.8/1000 sq.ft.	- -
5.2 Erindale	1693 m^2 18227 sq.ft.	- -	98	-	-	98	5.8/100 m^2 5.4/1000 sq.ft.	- -
5.3 Christ Church	1481 m^2 15943 sq.ft.	598 m^2 6432 sq.ft.	21	1 (22)	48 (23)	70	4.7/100 m^2 4.4/1000 sq.ft.	11.7/100 m^2 10.9/1000 sq.ft.
5.4 Cooksville	1224 m^2 13183 sq.ft.	593 m^2 6393 sq.ft.	70	3 (24)	-	73	6.0/100 m^2 5.5/1000 sq.ft.	12.3/100 m^2 11.4/1000 sq.ft.
5.5 Lynwood	1080 m^2 11630 sq.ft.	- -	19	7 (25)	-	26	2.4/100 m^2 2.2/1000 sq.ft.	- -
5,6 Applewood	1903 m^2 20480 sq.ft.	364 m^2 3920 sq.ft.	21	-	21 (26)	42	2.2/100 m^2 2.1/1000 sq.ft.	11.5/100 m^2 10.7/1000 sq.ft.

APPENDIX 1

PARKING UTILIZATION SURVEY

Name	GFA[2]	Chapel	Observed Peak-Hour Demand[1] On-Site	Adjacent Streets	Off-Site	Total	Parking Demand Ratio GFA	Parking Demand Ratio Chapel
5.7 Trinity	389 m² 4187 sq.ft.	273 m² 2935 sq.ft.	56	-	-	56	14.4/100 m² 13.4/1000 sq.ft.	20.5/100 m² 19.1/1000 sq.ft.
Mean - United							5.7/100 m² 5.3/1000 sq.ft.	14.0/100 m² 13.0/1000 sq.ft.
6. ANGLICAN								
6.1 Trinity	943 m² 10146 sq.ft.	305 m² 3278 sq.ft.	50	21 (27)	-	71	7.5/100 m² 7.0/1000 sq.ft.	23.3/100 m² 21.7/1000 sq.ft.
6.2 St. Peters	563 m² 6064 sq.ft.	322 m² 3463 sq.ft.	76	-	-	76	13.5/100 m² 12.5/1000 sq.ft.	23.6/100 m² 21.9/1000 sq.ft.
6.3 St. Brides	737 m² 7936 sq.ft.	447 m² 4813 sq.ft.	99	-	-	99	13.4/100 m² 12.5/1000 sq.ft.	22.1/100 m² 20.6/1000 sq.ft.
6.4 St. Paul's	752 m² 8096 sq.ft.	- -	15	-	-	15	2.0/100 m² 1.9/1000 sq.ft.	- -
6.5 St. Hilary	929 m² 10005 sq.ft.	519 m² 5588 sq.ft.	53	-	-	53	5.7/100 m² 5.3/1000 sq.ft.	10.2/100 m² 9.5/1000 sq.ft.
6.6 St. Hugh and St. Edmunds	- -	291 m² 3136 sq.ft.	19	-	-	19	- -	6.5/100 m² 6.1/1000 sq.ft.
Mean - Anglican							8.4/100 m² 7.8/1000 sq.ft.	17.1/100 m² 15.9/1000 sq.ft.

PARKING UTILIZATION SURVEY

Name	GFA[2]	Chapel	Observed Peak-Hour Demand[1] On-Site	Adjacent Streets	Off-Site	Total	Parking Demand Ratio GFA	Parking Demand Ratio Chapel
7. PRESBYTERIAN								
7.1 Dixie	369 m^2 3972 sq.ft.	232 m^2 2493 sq.ft.	78	-	-	78	21.1/100 m^2 19.6/1000 sq.ft.	33.6/100 m^2 31.3/1000 sq.ft.
7.2 St. Andrew's	943 m^2 10146 sq.ft.	305 m^2 3278 sq.ft.	15	-	-	15	1.6/100 m^2 1.5/1000 sq.ft.	4.9/100 m^2 4.6/1000 sq.ft.
7.3 Erindale	281 m^2 3027 sq.ft.	144 m^2 1552 sq.ft.	21	-	-	21	7.5/100 m^2 6.9/1000 sq.ft.	14.6/100 m^2 13.5/1000 sq.ft.
7.4 St. Mark's	- -	221 m^2 2377 sq.ft.	44	-	-	44	- -	19.9/100 m^2 18.5/1000 sq.ft.
Mean - Presbyterian							10.1/100 m^2 9.4/1000 sq.ft.	18.3/100 m^2 17.0/1000 sq.ft.
8. JEHOVAH'S WITNESSES								
8.1 Kingdom Hall	466 m^2 5016 sq.ft.	212 m^2 2282 sq.ft.	53	-	-	53	11.4/100 m^2 10.6/1000 sq.ft.	25.0/100 m^2 23.2/1000 sq.ft.
9. PENTACOSTAL								
9.1 Mississauga Gospel Temple	3749 m^2 40350 sq.ft.	841 m^2 9050 sq.ft.	145	-	-	145	3.9/100 m^2 3.6/1000 sq.ft.	17.2/100 m^2 16.0/1000 sq.ft.

PARKING UTILIZATION SURVEY

Name	GFA[2]	Chapel	Observed Peak-Hour Demand[1] On-Site	Adjacent Streets	Off-Site	Total	Parking Demand Ratio GFA	Chapel
10. CHRISTIAN REFORMED								
10.1 Meadowvale	487 m^2 5242 sq.ft.	- -	60	-	-	60	12.3/100 m^2 11.4/1000 sq.ft.	- -
10.2 Ebenezer	282 m^2 3035 sq.ft.	- -	42	-	-	42	14.9/100 m^2 13.8/1000 sq.ft.	- -
10.3 Clarkson	927 m^2 9979 sq.ft.	695 m^2 7481 sq.ft.	126	-	25 (28)	151	16.3/100 m^2 15.1/1000 sq.ft.	21.7/100 m^2 20.2/1000 sq.ft.
11. MISSIONARY ALLIANCE								
11.1 Sheridan Park	1598 m^2 17200 sq.ft.	442 m^2 4760 sq.ft.	86	6 (29)	-	92	5.8/100 m^2 5.4/1000 sq.ft.	20.8/100 m^2 19.3/1000 sq.ft.
11.2 Lakeview Tabernacle	461 m^2 4962 sq.ft.	163 m^2 1755 sq.ft.	22	7 (30)	-	29	6.3/100 m^2 5.8/1000 sq.ft.	17.8/100 m^2 16.5/1000 sq.ft.
12. BIBLE CHAPEL								
12.1 Malton	415 m^2 4466 sq.ft.	- -	29	-	-	29	7.0/100 m^2 6.5/1000 sq.ft.	- -
12.2 Erindale	1180 m^2 12700 sq.ft.	320 m^2 3445 sq.ft.	86	75 (31)	-	161	13.6/100 m^2 12.7/1000 sq.ft.	50.3/100 m^2 46.7/1000 sq.ft.
13. LUTHERAN								
13.1 St. Mark's	662 m^2 7121 sq.ft.	208 m^2 2244 sq.ft.	39	-	-	39	5.9/100 m^2 5.5/1000 sq.ft.	18.8/100 m^2 17.4/1000 sq.ft.

PARKING UTILIZATION SURVEY

Name	GFA[2]	Chapel	Observed Peak-Hour Demand[1] On-Site	Adjacent Streets	Off-Site	Total	Parking Demand Ratio GFA	Chapel
14. SEVENTH DAY ADVENTISTS								
14.1 Lakeshore Road	512 m²	229 m²	3	4 (32)	12 (33)	19	3.7/100 m²	8.3/100 m²
	5511 sq.ft.	2468 sq.ft.					3.5/1000 sq.ft.	7.7/1000 sq.ft.
15. UNITARIAN								
15.1 Congregation of Peel	803 m²	187 m²	23	-	-	23	2.9/100 m²	12.3/100 m²
	8642 sq.ft.	2013 sq.ft.					2.7/1000 sq.ft.	11.4/1000 sq.ft.
16. NEW APOSTOLIC								
16.1 South Service Road	190 m²	-	21	-	-	21	11.1/100 m²	-
	2050 sq.ft.	-					10.2/1000 sq.ft.	-
17. ERIN MILLS CHURCH CAMPUS								
17.1 Credit Valley Baptist								
17.2 Crossroads United								
17.3 Glenbrook Presbyterian								
17.4 St. Thomas A. Beckett-Anglican								
Total	1069 m²	-	161	9 (34)	23 (35)	193	18.1/100 m²	-
	11508 sq.ft.	-					16.8/1000 sq.ft.	-
18. MEADOWVALE CHURCH CAMPUS								
18.1 Eden United								
18.2 Meadowvale Lutheran								
18.3 White Oaks Presbyterian								
18.4 St. Francis of Assissi - Anglican								
Total	1643 m²	-	84	-	-	84	5.1/100 m²	-
	17685 sq.ft.	-					4.7/1000 sq.ft.	-

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4W

Footnotes - Appendix 1

(1) the number of cars measured during the peak hour
(2) gross floor area
(3) Central Parkway (16), Meadows Boulevard (40)
(4) Central Parkway Mall
(5) Meadows Boulevard
(6) Flagship Drive
(7) St. Thomas Moore School
(8) Burnhamthorpe Road (8), Pagehurst Avenue (6)
(9) Glen Erin (32), Gananoque Drive (23)
(10) Thorn Lodge Drive
(11) St. Francis of Assissi School
(12) McBride Avenue
(13) St. Gerrard's School
(14) Clarkson Road (24), Hollow Oak (2)
(15) Post Office (13), St. Christopher's School (32)
(16) Cawthra Road (16), Atwater Avenue (39)
(17) Stir Crescent
(18) St. Edmund School
(19) Cawthra Road
(20) Cawthra Village Square Shopping Centre
(21) South Millway Shopping Centre
(22) Mazo Crescent
(23) Whiteoaks Public School
(24) Mimosa Row
(25) Garnet Avenue
(26) Applewood Plaza
(27) Queen Street (18), Ontario Street (3)
(28) Inverhouse Plaza (20), Clarkson Village Plaza (5)
(29) Fifth Line West
(30) Alexandra Avenue
(31) Dundas Crescent
(32) Edgeleigh Avenue
(33) Royal Bank
(34) South Common Crescent
(35) School

4x

APPENDIX 2

STATISTICAL ASSESSMENT
GROSS FLOOR AREA

Denomination	Observed Mean Demand Ratio (GFA)	$(x-\bar{x})$	$(x-\bar{x})^2$
Roman Catholic	14.4	5.9	34.81
Ukranian Catholic	7.7	-0.8	0.64
Baptist	10.0	1.5	2.25
Salvation Army	3.0	-5.5	30.25
United	5.7	-2.8	7.84
Anglican	8.4	-0.1	0.01
Presbyterian	10.1	1.6	2.56
Jehovah Witness	11.4	2.9	8.41
Pentacostal	3.9	-4.6	21.16
Christian Reformed	14.5	6.0	36.00
Missionary Alliance	6.1	-2.4	5.76
Bible Chapel	10.3	1.8	3.24
Lutheran	5.9	-2.6	6.76
Seventh Day Adventists	3.7	-4.8	23.04
Unitarian	2.9	-5.6	31.36
New Apostolic	11.1	2.6	6.76
Erin Mills Campus	18.1	9.6	92.16
Meadowvale Campus	5.1	-3.4	11.56
Mean $(\bar{x})$ =	8.5		324.57

Median = 8.4 (value of the middle item, or the mean of the values of the two middle items, when the data are arranged in an increasing or decreasing order of magnitude)

Range = 18.1-2.9 = 15.2

Standard Deviation = measures the variation of a set of data in terms of the amounts by which the values deviate from the mean

$$S = \sqrt{\frac{\Sigma(x-\bar{x})^2}{N-1}}$$

S = 4.37

Confidence Limits - (95% degree of confidence)

$$\bar{x} - (1.96)\left(\frac{S}{\sqrt{N}}\right) < \mu < \bar{x} + (1.96)\left(\frac{S}{\sqrt{N}}\right)$$

$$(1.96)(1.03) < \mu < 8.5 + (1.96)(1.03)$$

$$6.5 < \mu < 10.5$$

APPENDIX 3

STATISTICAL ASSESSMENT - GFA - ROMAN CATHOLIC

PRA	Observed Demand Ratio	$(x-\bar{x})$	$(x-\bar{x})^2$
St. Peter and Paul	24.1	9.7	94.09
St. Maximilian Kolbe	5.0	-9.4	88.36
St. Patrick's	17.9	3.5	12.25
St. Martha and Mary	24.3	9.9	98.01
Croatian Martyrs	4.6	-9.8	96.04
St. John of the Cross	17.7	3.3	10.89
St. Francis of Assissi	22.1	7.7	59.29
St. Martins of Tours	16.3	1.9	3.61
St. Christopher's	8.5	-5.9	34.81
Dominican Fathers	14.5	0.1	0.01
St. Catherine of Sienna	7.3	-7.1	50.41
Our Lady of the Airways	5.9	-8.5	72.25
Lithuanian Martyrs	1.5	-12.9	166.41
St. Salvador DoMundo	31.4	17.0	289.00
			1075.43

Mean $(\bar{x})$ = 14.4

Median = 14.5

Range = 29.9

Standard Deviation = $\frac{1075.43}{13}$ = 9.1

Confidence Limits (95% degree of confidence)

$$14.4 - (1.96)\left(\frac{9.1}{3.74}\right) < \mu < 14.4 + (1.96)\left(\frac{9.1}{3.74}\right)$$

$$14.4 - (1.96)(2.43) < \mu < 14.4 + (1.96)(2.43)$$

$$9.6 < \mu < 19.2$$

42

52

APPENDIX 4

STATISTICAL ASSESSMENT - BAPTIST

PRA	Observed Demand Ratio	$(x-\bar{x})$	$(x-\bar{x})^2$
Mississauga City	27.2	17.2	295.84
Streetsville	9.8	-0.2	0.04
Meadowvale	1.1	-8.9	79.21
Erin Mills	10.2	0.2	0.04
Lorne Park	11.9	1.9	3.61
Kenmuir	2.2	-7.8	60.84
Malton	7.9	-2.1	4.41
			443.99

Mean ($\bar{x}$) = 10.0

Median = 8.9

Range = 26.1

Standard Deviation = $\frac{443.99}{6}$ = 8.6

Confidence Limits (95% degree of confidence)

$$10.0 - (1.96)\left(\frac{8.6}{2.65}\right) < \mu < 10.0 + (1.96)\left(\frac{8.6}{2.65}\right)$$

$$10.0 - (1.96)(3.25) < \mu < 10.0 + (1.96)(3.25)$$

$$10.0 - 6.4 < \mu < 10.0 + 6.4$$

$$3.6 < \mu < 16.4$$

APPENDIX 5

STATISTICAL ASSESSMENT - CHRISTIAN REFORMED

PRA	Observed Demand Ratio	$(\lambda-\bar{x})$	$(\lambda-\bar{x})^2$
Meadowvale	12.3	-2.2	4.84
Ebenezer	14.9	0.4	0.16
Clarkson	16.3	1.8	3.24
			8.24

Mean $(\bar{x})$ = 14.5

Median = 12.3

Range = 4.0

Standard Deviation = $\frac{8.24}{2} = 2.04$

Confidence Limits (95% degree of confidence)

$$14.5 - (1.96)(1.14) < \mu < 14.5 + (1.96)(1.14)$$

$$12.3 < \mu < 16.7$$

APPENDIX 6

STATISTICAL ASSESSMENT - CHAPEL AREA

PRA	Observed Demand Ratio	$(x-\bar{x})$	$(x-\bar{x})^2$
Roman Catholic	34.0	13.9	193.21
Ukranian Catholic	9.8	-10.3	106.09
Baptist	15.2	-4.9	24.01
Salvation Army	-	-	-
United	14.0	-6.1	37.21
Anglican	17.1	-3.0	9.00
Presbyterian	18.3	-1.8	3.24
Jehovah Witness	25.0	4.9	24.01
Pentacostal	17.2	-2.9	8.41
Christian Reformed	21.7	1.6	2.56
Missionary Alliance	19.3	-0.8	0.64
Bible Chapel	50.3	30.2	912.04
Lutheran	18.8	-1.3	1.69
Seventh Day Adventists	8.3	-11.8	139.24
Unitarian	12.3	-7.8	60.84
New Apostolic	-	-	-
Erin Mills Campus	-	-	-
Meadowvale Campus	-	-	-
			1522.19

Mean $(\bar{x})$ = 20.1
Median = 17.8
Range = 42.0
Standard Deviation = 10.8

Confidence Limits (95% degree of confidence)

$$20.1 - (1.96)(2.89) < \mu < 20.1 + (1.96)(2.89)$$

$$20.1 - 5.66 < \mu < 20.1 + 5.66$$

$$14.4 < \mu < 25.8$$

Inter Church Regional Planning Association

TORONTO CENTRED REGION

PLEASE ADDRESS REPLY
TO 439 Smith Ave.
Burlington, Ont.
L7R 2T9

Participating Denominations
Anglican Church of Canada (Diocese of Toronto)
Associate Gospel Churches
The Baptist Convention of Ontario and Quebec
The Fellowship of Evangelical Baptist Churches in Canada
Brethren in Christ Church
The Christian Missionary Alliance
The Christian Church (Disciples)
Christian Reformed Church
Church of the Nazarene
Coptic Orthodox Church
Free Methodist Church
The Evangelical Lutheran Church of Canada
The Lutheran Church of America Canada Section
Lutheran Church (Missouri Synod)
The Pentecostal Assemblies
The Presbyterian Church in Canada
Roman Catholic Church (Archdiocese of Toronto)
Salvation Army
United Church of Canada
Wesleyan Methodist Church

4 January, 1988

Mr. R.G.B. Edmunds
Commissioner of Planning and Building
City of Mississauga

Dear Sir:

RE: PARKING STANDARDS - PLACES OF RELIGIOUS ASSEMBLY
Report dated November 30, 1987

The Inter Church Regional Planning Association thanks you for the invitation to comment on the proposals contained in the above mentioned report.

The Association represents more than twenty Christian denominations and from time to time has assisted non-Christian religious groups to acquire property.

In 1983-84, the Association was involved in the development of the Mississauga Secondary Plan Policies and Zoning By-law Amendments pertaining to places of religious assembly. We were also consulted in 1985 with respect to an earlier draft report on parking standards for places of religious assembly. We note that some of our concerns and suggestions have been picked up in the present report.

In 1985, we contended that a parking formula based on the total area of the building is inadequate because it does not take into account important difø ferences between religious groups and the resultant diffenences of building and parking load. For instance, a typical United Church building of 12,000 square feet may house one Sunday morning service with 150-200 adults in the worship space while there are ten teachers and 80-100 children using a church hall and six class rooms. The building will also include office space, a kitchen and a ladies parlour. A typical Roman Catholic church of similar size may consist almost entirely of worship space and house 500-600 worshippers at each of three services on a Sunday morning. It is obvious that the parking needs of the latter are much greater than the former even

though the total area of both buildings is the same.

In 1985, we expressed the opinion that a return to the pre-1981 formula of one parking space for each six seats in the worship area would be a more useful formula and would reduce the problems of inadequate parking in the case of "chapel intensive" congregations. Many of our members still believe this would be a good solution. However, we realize that the new proposals do recognize the wide diversity of parking requirements and have the potential for a greater fairness to all religious groups.

We are willing to experiment with the new parking proposals. At the same time, there is anxiety, based on experience, that municipal officials tend to be quite conservative and rigorous in the application of by-laws and even "guidelines". The anxiety is compounded by concern that the officials responsible for interpreting and applying the guidelines may change regularly and vary greatly in their understanding of the differences between religious groups. The Association proposes, therefore, the establishment of a special advisory committee to review site and building plans for places of religious assembly. We see such a committee being responsible to the Commissioner of Planning and Building and including three representatives chosen by the Inter Church Regional Planning Association.

SOME CONCERNS ABOUT THE PARKING UTILIZATION SURVEY WHICH WILL BE THE BASIS FOR PARKING GUIDELINES.

We wish to draw attention to two specific items in the survey which need modification.

1. On the third page of the present report, item 4.2 states that the Erin Mills Church Campus was found to have a high parking demand of 18.1 spaces per 1000 square metres (see Appendix 1, p.8, also numbered 5v). This was surprising since the comparable but more "successful" Meadowvale Church campus only showed a requirement of 5.1 spaces per 1,000 square metres. The discrepancy was surely due to the fact that the surveyers did not take account of the fact that more than half of the counted cars were related to the new Roman Catholic congregation which was meeting in the St. Ignatius of Loyola school immediately adjacent to the Church Campus.

It should also be noted that since the survey was done one of the members of the Erin Mills Church Campus, the Credit Valley Baptist Church has ceased to exist.

2. Re: Meadowvale Church Campus (Appendix 1,p.8, also numbered 5v). Parking demand has been significantly reduced with the move of Eden United Church out of the Campus to a seperate site on Winston Churchill Blvd.

ADDITIONAL CONCERNS RELATING TO PARKING

Current secondary plan policies and zoning by-law requirements tend to restrict sites for places of religious assembly to arterial or collector roads. This restriction severely limits the availability of sites for places of religious assembly.

The need to be located on arterial or collector roads also tends to increase the cost of sites per acre. The Association requests, therefore, that serious consideration be given to ways of reducing the total acreage required to provide the necessary parking for places of religious assembly. For instance, we suggest the following possibilities:

1. Permitting a higher percentage of shared parking with adjacent schools, shopping malls, etc.

2. Permitting tandem parking.

3. Permitting parking overhang so that the portion of the vehicle ahead of the wheels is over grass or gravel, not pavement.

4. Permitting peak time parking on grassed or gravelled areas adjacent to the normal paved parking areas.

5. Permitting peak time parking on set-back areas.

6. Reducing the requirement for concrete curbs and planters which are not only costly to construct but use up a lot of expensive acreage.

Yours truly,

(Rev.) Walter R. Marttila
Chairman, Mississauga Committee

DAY, WILSON, CAMPBELL

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Please Refer to File No. 10/9215-006

December 31, 1987

Chairman
Community Planning and
Development Committee
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 1M2

Mr. Chairman and the members of the Community Planning and Development Committee:

Re: Parking Standards - Places of Religious Assembly

This written submission is made on behalf of the Roman Catholic Episcopal Corporation for the Diocese of Toronto, in Canada (the "Archdiocese"). The Archdiocese has pastoral responsibility for Roman Catholics in Metropolitan Toronto, the Regional Municipalities of York, Durham and Peel, the County Simcoe and the Townships of Mono and Mulmar. The Archdiocese is also a member of the Inter-Church Regional Planning Association and while we support the position taken by the Association in this matter we wish to express our client's viewpoint on the Report of the Planning and Building Department (the "Report") dated November 30, 1987.

We wish to state at the outset that the Archdiocese supports the recommendations set out in the Report to have parking standards set out on a site specific basis, subject however to certain items which will be referred to in this submission.

Options 1 & 2

The first alternative, being a By-law requirement of 10.5 parking spaces per 100 sq. metres g.f.a. or 25.8 spaces per 100 sq. metres g.f.a. devoted to public worship, whichever is greater, imposes too high a standard for some places of religious assembly while too low for others. Each site is unique, no matter what the denomination. Matters such as the size of the site, size of the congregation, the location of the site and the facilities provided require that the parking standards be set on a site-by-site basis. It is our submission that the studies and the surveys reflect a specific moment in time. They would not be accurate today or tomorrow when populations shift and new places of religious assembly are built to take the burden off of existing ones. As well some of the places of religious assembly referred to in the study were built at a time when the parking standards were lower or the communities were not as built up or developed as they are today.

It is the Archdiocese's position that to categorize parking requirements by way of denomination is unfair. For some Catholic parishes 10.5 spaces is too high a standard while too low for others. Depending upon the population of the community which a particular church serves and secondly depending upon the type of place of worship the parking standards will vary. Some Catholic parishes are local parishes intended to serve local communities. Other Catholic churches, such as St. Salvadore Do Mundo, are regional churches which have no parish boundaries and serve a significantly larger population and therefore require a higher parking standard.

Other denominations, it is submitted, have different sized churches. Depending on the facilities available, the size of the site and the congregation they serve parking standards may be as high, if not higher than for Catholic churches.

Site-Specific Parking Assessment

As we have already stated, the Archdiocese supports the recommendation to have parking standards set out on a site specific basis, subject however to a policy statement from Council setting out guidelines and criteria for Planning staff to follow when calculating the number of parking spaces required for the individual place of religious assembly. The criteria should include such items as the uniqueness of the site, the

availability of shared parking, public transportation and the transportation network to the site, and the type of facilities the place of religious assembly provides to the congregation. The observed parking demand contained in the Appendices to the Report should not be taken into account as each site should be assessed on its particular needs and characteristics.

We understand that it is a policy of the Municipality to have the individual planners responsible for specific regions in Mississauga. In dealing with places of religious assembly, we suggest the Municipality have one or two Planners on staff to specialize in this area. In this way representatives of individual places of religious assembly or their legal counsel will be able to deal with a specific individual who has expertise in the matter. Without someone aware of the needs of a place of religious assembly, a decision by a Municipality or a Planner could be somewhat arbitrary. We support the Inter-Church Regional Planning Association's submission that the Association should be available as a Standing Advisory Committee to provide input to Planning staff when required.

The Archdiocese agrees that shared parking facilities should be permitted and taken into account wherever possible. For example, a church located next to a school or to a commercial centre does not require the same amount of on-site parking as other churches. Shared parking should be encouraged in order that churches may be permitted to purchase smaller sites at lower cost and so that lands may be used for other productive purposes.

Conclusion

The Archdiocese supports option number three as set out in the Report subject to more specific guidelines and criteria so that each site may be assessed on an individual basis. The parking utilization surveys as set out on the Report should either be continuously updated or disregarded as each site should be assessed on an individual basis with regard to the specific needs of the denomination which utilizes it.

The Archdiocese is grateful for the opportunity to make these submissions and will be willing to make more detailed submissions as the policy under review takes shape.

Yours very truly,

DAY, WILSON, CAMPBELL

Rae Marcus

R. Marcus

RM:mm

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Corporate Report

Received by Clerk's Dept. DEC 2 9 1987

Clerk's Files

COM.PLNG./DEV. JAN 4 1988

Originator's Files OZ/44/84

DATE: January 4, 1988

TO: Chairman and Members of the Community Planning and Development Committee

FROM: R. G. B. Edmunds, Commissioner of Planning and Building

SUBJECT: Agreement For Streetscape Improvements
Dell Holdings Limited
Part of Lot 15, Conc. 2, N.D.S.
Southeast corner of Eglinton Avenue East
and Hurontario Street

ORIGIN: Planning and Building Department

COMMENTS: As a condition of the rezoning application OZ/44/84 for the above noted project, the applicant is required to carry out streetscape improvement within the municipal boulevards abutting Hurontario Street and Eglinton Avenue East. To satisfy this condition, the applicant has signed and submitted an agreement prepared by the City Legal Department. A Letter of Credit has been received in the amount of $70,000.00 to ensure that the required work is complete and subsequently maintained.

RECOMMENDATION: That the Corporation of the City of Mississauga enter into an agreement with Dell Holdings Limited for the streetscape improvements on the municipal boulevard abutting Hurtonario Street and Eglinton Avenue East, and that the necessary By-law be enacted.

R. G. B. Edmunds
Commissioner of Planning and Building

Corporate Report

6a

Received by Clerk's Dept. DEC 2 8 1987

Clerk's Files

COM.PLNG./DEV. JAN 4 1988

Originator's Files CDM 87-523 (E)

DATE: January 4, 1988

TO: Chairman and Members of the Community Planning and Development Committee

FROM: R. G. B. Edmunds, Commissioner of Planning and Building

SUBJECT: Proposed Industrial Condominium
South side of Matheson Boulevard
West of Explorer Drive
Part of Blocks 5 and 7, R.P. 43M-533
Jascan Developments Incorporated

ORIGIN: Condominium application received from the Regional Municipality of Peel, submitted on June 26, 1987 by Gambin Associates, agent for Jascan Developments Incorporated, registered owner of the property.

BACKGROUND: The site is a 1.82 ha (4.49 ac.) parcel of land located on the south side of Matheson Boulevard East, west of Explorer Drive, as shown on the attached map, with a frontage of about 175 m (574 ft.) on Matheson Boulevard East.

The subject lands are zoned M1-Section 1204 in Zoning By-law 5500. A Site Development Plan under file S.P. 212-87 was approved by the City Planning and Building Department on September 18, 1987.

The building is currently nearing completion and will accommodate 40 industrial units with a total of 200 parking spaces in accordance with current parking standards.

COMMENTS:

The condominium application has been reviewed by City Departments and outside agencies and the following requirements must be fulfilled prior to the registration of the plan:

1. That the final plan of condominium be revised to conform with the attached draft plan dated June 25, 1987 and revised in red.

2. Confirmation from the City Finance Department that all assessments and local improvement charges which are apportioned to the property as well as outstanding taxes have been paid in full;

3. Confirmation from the Building Division of the Planning and Building Department that plumbing, building and heating inspections are satisfactory, and that the engineer's certifications with respect to site lighting, sanitary and storm sewers have been received;

4. Confirmation from the Building Division of the City Planning and Building Department that copies of maintenance manuals for any major equipment and an original linen or chronoflex of the "as constructed" underground works have been received.

5. Confirmation from the City Public Works Department that the final block grading certification, pavement design and construction certification, and certification of any retaining wall, fencing and other landscape features to be constructed on site have been submitted and approved;

6. Confirmation from the City Public Works Department that it is in receipt of a letter of undertaking to ensure delivery of a duplicate original linen or chronoflex of the Condominium Plan when it has been numbered by the Registrar;

7. Confirmation of a final inspection and approval by the Inspection Section of the Public Works Department, of the works that affect the City right-of-way with special attention given to the access point and frontage of the property along Explorer Drive and Matheson Boulevard East.

8. Confirmation of a final inspection and approval of the landscaping works by the Design and Environment Division of the Planning and Building Department;

9. Confirmation of a final inspection and approval by the City Fire Department;

10. Confirmation that the applicant has entered into a Condominium Servicing Agreement with the Regional Municipality of Peel.

RECOMMENDATION: That the proposed condominium CDM 87-523(E), Jascan Developments Inc. (south side of Matheson Boulevard East, west of Explorer Drive), be recommended for approval to the Regional Municipality of Peel subject to conditions outlined in the Planning Staff Report.

R.G.B. Edmunds
Commissioner of Planning and Building

5004a/GK

APPLICATIONS

FOR CONDOMINIUM REGISTRATION

JASCAN DEVELOPMENTS INC.

LOCATION OF SITE

SCALE: 0 100 200 300 metres

FILE NO. CDM 87-523

DWG. NO. C-326

DATE: DEC.7/1987

CITY OF MISSISSAUGA PLANNING & BUILDING DEPARTMENT

Corporate Report

7a

COM.PLNG./DEV. JAN 4 1988

Received by Clerk's Dept. DEC 2 9 1987

Clerk's Files

Originator's Files T-86072 (W)

DATE: January 4, 1988

TO: Chairman and Members of the Community Planning and Development Committee

FROM: R. G. B. Edmunds, Commissioner of Planning and Building

SUBJECT: Conditions of Draft Approval
Subdivision Application
Proposed Residential Neighbourhood Development
Between Creditview Road and Second Line West,
North of Eglinton Avenue West
East Credit Development Corporation

ORIGIN: Subdivision application received from the Regional Municipality of Peel, submitted on August 14, 1986, by The Planning Management Group Limited, agent for East Credit Development Corporation, registered owner of the lands.

BACKGROUND: Details of the Application are as follows:

Site Area:	92.66 ha (228.96 ac)
Existing Zoning:	A
Proposed Zoning:	R3-Special Sections, H-R3-Special Section, R5-Special Section, H-R5-Special Section, RM5, RM5-Special Section, RM7D4- Special Section, DC-Special Section, AC6-Special Section, G and 01.
No. of Lots:	988 lots and 69 blocks

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COMMENTS: The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions.

A copy of the Consolidated Report sent to the applicant for acceptance is attached.

CONCLUSION: The proposed plan of subdivision should be approved subject to certain conditions.

RECOMMENDATION: That the plan of subdivision under File T-86072 (W), East Credit Development Corporation (between Creditview Road and Second Line West, north of Eglinton Avenue West), be recommended for approval to the Regional Municipality of Peel subject to the following conditions:

(a) That the Financial Agreement between the City and the Developer be met by the Developer to the satisfaction of the City, prior to registration of the plan;

(b) That the Servicing Agreement between the City and the Developer be met by the Developer to the satisfaction of the City, prior to registration of the plan;

(c) That to meet the requirement of Section 50(5)(a) of the Planning Act, it is recommended that Blocks 1050 and 1051, having a total area of 6.499 ha (16.06 ac) will be accepted by the City to satisfy the parkland requirement of 4.748 ha (11.73 ac) for the development of the subject lands, with the balance of 1.75 ha (4.326 ac) of parkland to be acquired by the City;

(d) That the conditions contained in the Consolidated Report dated December 18, 1987, be met by the developer to the satisfaction of the City and any other official agency concerned with the development of the lands, prior to registration of the plan.

R. G. B. Edmunds
Commissioner of Planning and Building

5110a

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DATE: December 18, 1987
FILE: T-86072 (W)

CONSOLIDATED REPORT OF THE TECHNICAL REQUIREMENTS FOR THE DEVELOPMENT OF LANDS UNDER APPLICATION BY EAST CREDIT DEVELOPMENT CORPORATION

LOCATION Between Creditview Road and Second Line West, North of Eglinton Avenue West

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SECTION A - PLANNING

1. The plan to which this report refers is the plan dated August 11, 1986, revised on October 15, 1987 and further revised in red as shown on the attached draft plan.

2. The zoning for the development of these lands shall come into force or have been approved by the Ontario Municipal Board prior to the registration of the plan.

3. The proposed streets shall be named to the satisfaction of the City of Mississauga and the Regional Municipality of Peel. In this regard, a list of proposed street names shall be submitted to the City Public Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions.

4. Development of the subject lands shall be staged to the satisfaction of the City. Submissions will not be processed by the City Public Works Department, and preservicing of the subject lands will not be permitted until arrangements have been made to the satisfaction of the Commissioner of Public Works for the necessary outlets for the municipal services and the provisions of adequate access roads to service the subject lands. In addition, preservicing of the subject lands will not be permitted until the zoning for the development of these lands is in effect or has been approved by the Ontario Municipal Board. See also Section C - Engineering.

5. Prior to registration of the plan, arrangements shall have been made to the satisfaction of the City for the preservation of as many of the existing trees as possible. In this regard, a tree survey plan is required prior to first servicing submission, and a tree preservation plan is required prior to registration of the plan.

   It is the developer's responsibility to ensure that no trees are removed or damaged prior to plan registration, or during any phase of the servicing and construction of the site, without prior approval from the City. See also Item 15 below and Section C - Engineering, Item 6.

6. Blocks 1050 and 1051, having a total area of 6.499 ha (16.06 ac) will be accepted by the City to satisfy the parkland requirement of 4.748 ha (11.73 ac)for the development of the subject lands, with the balance of 1.75 ha (4.326 ac) of parkland to be acquired by the City. Funds for the acquisition have been proposed in the 1988-1997 Ten Year Capital Budget.

7. Prior to first servicing submission, master plans for district park Block 1050 and neighbourhood park Block 1051 shall be submitted to and approved by the City Recreation and Parks Department and the City Public Works Department. Prior to plan registration, the developer shall prepare detailed working drawings in accordance with the approved master plans. All plans shall be submitted at a scale of 1:500. The developer is responsible for the development of these lands (eg. grading, sodding, pathway installation, planting, lighting, water services, catch basins, etc.) at his own cost in accordance with the approved plans.

8. Block 1049 shall be transferred gratuitously to the City for greenbelt purposes. The approximate limits of the top-of-bank of Carolyn Creek are shown on the attached draft plan. The exact limits shall be approved by the City and the Credit Valley Conservation Authority and be delineated as surveyed lines on the final plan.

9. Prior to registration of the plan, a detailed servicing submission shall be prepared in accordance with the approved Master Drainage Study for Carolyn Creek Watershed and to the satisfaction of the Credit Valley Conservation Authority and the City. This submission will outline:

   (a) the means whereby stormwater will be conducted from the site to a receiving body;

   (b) the detailed design of the required stormwater detention facility and the downstream remedial works;

   (c) the means whereby erosion, siltation and their effects will be contained and minimized on the site both during and after the construction period.

   In this regard, the appropriate permits will be required from the Credit Valley Conservation Authority, pursuant to Ontario Regulation 162/80 (the Fill, Construction and Alteration to Waterways Regulations), for any works below the Fill and Construction Control Line of Carolyn Creek.

10. The Servicing Agreement shall contain provisions with wording acceptable to the Credit Valley Conservation Authority and the City with respect to the following:

    (a) that the developer agree to carry out the works outlined in Items 8 and 9 above;

    (b) prohibiting the erection of all buildings and structures of any kind within Block 1049 other than those structures necessary for flood and/or erosion control purposes;

7e

DATE: December 18, 1987
FILE: T-86072 (W)

(c) that the developer agree to carry out any required storm drainage or erosion control works in or adjacent to the channel of the Carolyn Creek only within the Credit Valley Conservation Authority approved periods for construction within this reach of the Credit River (i.e. from June 15th to November 30th);

(d) requiring a minimum setback of 7.5 m (25 ft.) for all buildings and structures, including swimming pools, from the approved limits of Block 1049;

(e) that the developer agree to neither place nor remove fill or any kind whether originating on the site or elsewhere, nor in any way disturb the lands within Block 1049 without the written consent of the Credit Valley Conservation Authority pursuant to Ontario Regulation 162/80;

(f) that the developer agree to erect a snow fence 3 m (10 ft.) from the approved limits of Block 1049, to prevent the unauthorized placement of fill material or destruction of vegetation within this area. Notes shall be added to the appropriate plans to the effect that:

(i) the snow fence shall be erected prior to initiating any grading or construction on the site and shall remain in place and in good repair during all phases of grading and construction;

(ii) no fill material shall be stockpiled within 4.5 m (15 ft.) from the approved limits of Block 1049;

(g) that the developer agree to develop Lots 1 to 3 inclusive, 7 to 35 inclusive, and 257, and Blocks 1034 to 1038 inclusive, only according to site and grading plans acceptable to the City and the Credit Valley Conservation Authority. The plans shall indicate the locations of all proposed buildings, structures, accesses, site drainage and existing and proposed grades.

11. Prior to registration of the plan or any on-site grading, a detailed report, which will form part of the Servicing Agreement, shall be prepared to the satisfaction of the Ministry of Natural Resources and the City describing:

(a) the manner in which stormwater will be conveyed from the site, including any stormwater management techniques that may be required, in accordance with the provincial "Urban Drainage Design Guidelines", April 1987;

(b) the manner in which the existing wetland areas will be drained and re-stabilized to a condition where development can occur;

(c) the means whereby erosion and sedimentation and their effects will be minimized on the site during and after construction, in accordance with the provincial "Guidelines on Erosion and Sediment Control for Urban Construction Sites", May 1987;

(d) site soil conditions, including grain size distribution profiles;

(e) site grading plans.

12. Detailed plans regarding alterations to the wetland or any watercourse shall be submitted to the Ministry of Natural Resources. Any proposed alterations require application under the Lakes and Rivers Improvement Act for review and approval by the Ministry of Natural Resources. This information should be submitted in conjunction with the requirements of Item 11 above.

13. The Servicing Agreement shall contain provisions with respect to the following, with wordings acceptable to the City and the Ministry of Natural Resources, that the developer agree:

(a) to carry out the works outlined in Item 11 above;

(b) to maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to the Ministry of Natural Resources and the City.

14. The attached draft plan shows Blocks 988 to 1023 inclusive to be developed for on-street townhouses. These blocks shall be subdivided and shown on the final plan as lots.

15. Approval of site development plans and landscaping plans by the City will be prerequisites to the issuance of building permits for the following:

(a) Blocks 988 to 1023 inclusive, which are to be developed for on-street townhouses;

(b) Block 1024 which is to be developed for apartments;

(c) Blocks 1034 to 1038 inclusive, which are to be developed for townhouses;

(d) Block 1043 which is to be developed for a neighbourhood commercial centre;

(e) Block 1044 which is to be developed for a service station;

(f) Blocks 1045, 1046 and 1047 which are to be developed for a secondary school, a senior public school and an elementary separate school, respectively;

(g) Block 1048 which is to be developed for a place of religious assembly.

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With respect to Item (f) above, consideration of tree preservation will be a requirement of the Peel Board of Education when submission is made to the City for development of the two school sites (Blocks 1045 and 1046). In the event that portions of the woodlot are not required by the School Board in the future and are considered for other land uses, City requirements for tree preservation will be reconsidered and addressed in conjunction with City's review of an application for an alternative use.

16. Approvals of site development plans and landscaping plans by the City Planning and Building Department will be prerequisites to the issuance of building permits for all detached dwelling lots to be zoned R5-Special Section, with frontages of less than 12 m (39.4 ft.) for interior lots and 16.5 m (54.1 ft.) for corner lots.

17. Prior to registration of the plan, comprehensive streetscape plans and working drawings for Second Line West where abutting Street O and Bristol Road West where abutting Streets H, T, V and Y shall be submitted to and approved by the City Recreation and Parks Department, the City Public Works Department and the City Planning and Building Department. These works shall be carried out by the developer at his cost. Payment in cash is required to cover the cost of planting standard street trees on Streets A to D inclusive, F to K inclusive, M, O to Q inclusive, T to Y inclusive and upgraded street trees on Streets E, L, N, R and S, Creditview Road, Bristol Road West, Second Line West, in accordance with current City standards. See also Section B, Financial, Item 1(j).

18. Blocks 1052, 1053 and 1054 which are required for walkway purposes shall be transferred gratuitously to the City.

19. A clause shall be included in the Servicing Agreement to the effect that:

(a) the main wall of any structure or building shall not be located closer than 1.5 m (5') from any abutting designated walkway;

(b) the walkways over Blocks 1052, 1053 and 1054 need not be constructed prior to issuance of building permits for adjacent Lots 577 and 578, Lots 566, 567, 568 and 614, and Lots 352 and 353, respectively;

(c) the developer shall clearly sign the location of the walkways to the satisfaction of the Commissioner of Public Works prior to the issuance of building permits for Lots 577, 578, 566, 567, 568, 614, 352 and 353;

(d) a restriction shall be placed on the title of Lots 577, 578, 566, 567, 568, 614, 352 and 353 to prohibit the transfer of these lots to private homeowners until the walkways have been constructed to the satisfaction of the Commissioner of Public Works, and the City Clerk has provided a release on title to said restriction once it has been complied with;

(e) the Financial Agreement for Lots 577, 578, 566, 567, 568, 614, 352 and 353 shall contain an advisement to the owners and future owners of these lots that they abut a walkway and of the above requirements in the Servicing Agreement.

20. (a) Prior to second servicing submission, the owner shall engage the services of a consultant to undertake an acoustical report to recommend noise control features to meet the noise level objectives of the City and the Ministry of the Environment to the satisfaction of the City with respect to Creditview Road, Bristol Road West and Second Line West.

(b) Prior to the final approval of the plan, a copy of the executed Servicing and Financial Agreements between the owner and the municipality shall specify the provisions required to implement the noise control features recommended by the acoustical report as approved by the City.

(c) In the event that a slight noise level excess exists on the site despite the inclusion of the noise control features, the Financial Agreement shall contain the following provisions in accordance with Council recommendation of February 13, 1978. The following provisions shall also be included on all offers of sale and purchase:

"Purchasers are advised that despite the inclusion of noise control features within this development area and within the building units, a slight noise level excess may exist and be of concern occasionally interfering with some activities of the dwelling occupants."

(d) Prior to final approval of the plan, the Acoustical Consultant shall update the recommendations of the Acoustical Report to coincide with the M-Plan proposed for registration.

(e) A clause shall be included in Schedule C of the Servicing Agreement to the effect that:

(i) prior to the issuance of building permits for all affected lots and blocks, the Acoustical Consultant shall certify that the builder's plans are in accordance with the updated detailed Acoustical Report approved by the City;

(ii) prior to the final inspection of the buildings on all affected lots and blocks, the Acoustical Consultant shall certify that the structures are in compliance with the above-mentioned acoustical report.

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21. Upon review of the acoustical report, should it be determined that buffer blocks are required along the side of Lots 553, 565, 615, 674, 736, 754 and 755, and Blocks 988 and 997 where abutting Bristol Road West, and along the side of Lots 786 and 955 and Blocks 1013 and 1020 where abutting Second Line West, they shall be shown on the final plan as separate blocks, and shall be transferred gratuitously to the City.

    See also Section C – Engineering, Item 17.

22. Blocks 1025 to 1042 inclusive shall only be developed in conjunction with adjacent lands. In this regard, the City shall be satisfied prior to registration of the plan that the blocks, when combined with adjacent lands, will permit development in accordance with the Zoning By-law.

23. Blocks 1025 to 1042 inclusive shall be held in escrow by the City until they can be developed in conjunction with adjacent lands, at which time these blocks will be returned to the developer.

24. Blocks 1045 and 1047 shall only be developed in conjunction with adjacent lands under File T-86047, Marvin Goodman, and File T-86083, Sherwood Mills Incorporated, respectively.

25. Block 1048 shall be developed in conjunction with adjacent lands under File T-86083, Sherwood Mills Incorporated. Block 1048, combined with adjacent lands, shall have a minimum area of 0.6 ha (1.48 ac).

26. Prior to registration of the plan, screen fencing plans for the side and/or rear property lines of all lots where abutting existing and proposed streets, shall be submitted to and approved by the City Public Works Department and the City Planning and Building Department.

    These works shall be co-ordinated with any required noise abatement measures and shall be carried out by the developer at his cost.

27. Prior to registration of the plan, plans detailing a screen fence along the side and/or rear property lines of lots where abutting Blocks 988 to 993 inclusive, 1004 to 1006 inclusive, 1008, 1009, 1011 to 1013 inclusive, 1020 to 1023 inclusive, 1024 and 1048 shall be submitted to and approved by the City Public Works Department and the City Planning and Building Department. The developer shall carry out these works at his cost.

28. Prior to registration of the plan, landscape screening plans for lots abutting walkway Blocks 1052, 1053 and 1054 shall be submitted to and approved by the City Public Works Department and the City Planning and Building Department. The developer shall carry out these works at his cost.

29. Prior to registration of the plan, arrangements shall be made for the location and signage of the Pedestrian/Bicycle Path System, as shown on Schedule 4 of the East Credit Secondary Plan, to the satisfaction of the City Recreation and Parks Department and the City Public Works Department.

30. Development of the subject lands shall be staged in accordance with the availability of satisfactory school accommodation.

31. Prior to registration of the plan, the City and the appropriate School Boards shall determine whether temporary and/or permanent sidewalks and/or walkways are required to provide pedestrian linkages to the school facilities. In this regard, the appropriate clauses shall be included in the Servicing Agreement.

32. Prior to registration of the plan, the City requires that satisfactory arrangements shall have been made with the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board for the acquisition, or reservation for future acquisition, of Blocks 1045, 1046 and 1047 designated in the plan for school purposes. The implementation of this prerequisite to approval will consider the pertinent policies of the East Credit Secondary Plan and the expressed desire of the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board to acquire school sites at financial costs reflected in the "Acquisition of School Sites Agreement" approved by the Boards on June 25, 1985 and July 16, 1985, respectively, and supported by the City on July 8, 1985.

33. The Financial Agreement, and all offers of sale and purchase shall contain the following provision:

> "Whereas, despite the best efforts of the Dufferin-Peel Roman Catholic Separate School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated at temporary facilities and/or bussed to a school outside of the area, and further, that students may later be transferred to the neighbourhood school."

34. The Servicing Agreement shall contain a clause satisfactory to the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board, that the developer will erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bussed to schools, according to the Boards' Transportation Policy. These signs are to be to both Boards' specifications and at locations to be determined by the Boards.

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DATE: December 18, 1987
FILE: T-86072 (W)

35. The Financial Agreement and all offers of sale and purchase within a period of five years from the registration of the plan shall contain the following provision:

> "Whereas, despite the efforts of the Peel Board of Education, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the Planning and Resources Department of the Peel Board of Education to determine the exact schools."

36. Prior to registration of the plan, the developer shall enter into an agreement to erect signs on the sites designated for school purposes including that there is no commitment for construction for such schools and referring enquiries to the appropriate School Boards. Both form and wording of the signs shall be to the satisfaction of the appropriate School Board.

37. In accordance with the Implementation section of the East Credit Secondary Plan, the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board require that the applicant agree to participate in a cost-sharing arrangement with other land owners in the District to ensure that school sites are available at the appropriate time and price.

38. Prior to registration of the plan, the developer shall submit site development plans for the schools and parks indicating the location of the required facilities to the satisfaction of the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board.

39. Prior to registration of the plan, satisfactory arrangements shall be made for the installation and maintenance of signs 1.2 m x 2.4 m (4 ft. x 8 ft.), indicating that the future use of Block 1049 will be for greenbelt purposes, Block 1050 for a district park and Block 1051 for a neighbourhood park. The signs will be installed on the subject blocks and shall state the name of the City of Mississauga Recreation and Park Department, the facilities, if any, to be included on the subject blocks, the telephone number where additional information is available and the date the signs are installed.

40. Prior to registration of the plan, arrangements shall be made to the satisfaction of the City Solicitor to ensure that potential purchases of Lots 568 to 585 inclusive, 588 to 594 inclusive, 595, 598 to 604 inclusive, 607 to 614 inclusive, which abut the neighbourhood park (Block 1051) are notified that the park shall contain active unlit facilities such as a soccer pitch and a play equipment.

41. Prior to City Council execution of the Servicing Agreement, the developer shall erect signs on Blocks 988 to 1023 inclusive (on-street townhouses), Block 1024 (apartments), Blocks 1025 to 1042 inclusive (residential reserves), Block 1043 (neighbourhood commercial centre), Block 1044 (service station), and Block 1048 (place of religious assembly), indicating the future use of the blocks and the name and telephone number of the City Planning and Building Department where additional information is available. The Servicing Agreement shall contain a provision requiring the developer to maintain the signs.

42. Blocks 1055 and 1056 shall be dedicated gratuitously to the City for road widening purposes.

43. In accordance with City Council Resolution 433-87 of September 28, 1987, the proposed detached dwelling lots with a frontage of 9.75 m (32.0 ft.) will be rezoned to H-R5-Special Section until the pending report on 9.75 m (32.0 ft.) lots has been considered by City Council. In the event that City Council decides to increase the frontage or area, or both, for those lots, the draft plan will be revised accordingly and reflected on the final plan without further amendment to the Conditions of Draft Approval.

44. Prior to first servicing submission, the developer shall submit plans depicting the on-site and on-street parking requirements for the on-street townhouse blocks and those streets with 9.75 m (32 ft.) lots. The right-of-way requirements for these streets will be determined based on examination of these plans.

45. A warning clause shall be included in the offers of purchase and sale as well as registered on title of all lots and blocks advising prospective purchasers of the Britannia Landfill Site location on the west side of Second Line West, south of Britannia Road West.

46. The side yard setback of the dwellings on Lots 553, 565, 615, 674, 736, 754 and 755 and Blocks 988 and 997 where abutting Bristol Road West, Lots 786 and 955 and Blocks 1013 and 1022 where abutting Second Line West shall be a minimum of 7.5 m (25 ft.).

47. The frontyard setback of the dwellings on Lots 241 to 265 inclusive fronting on Creditview Road shall be a minimum of 9 m (30 ft.) to the main buildings and 12 m (40 ft.) to the garages.

48. The horizontal and vertical alignments of all roads, including their relative intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, minor revisions to the road pattern including intersection alignments may be required.

SECTION B - FINANCIAL

1. Payments to be made to the City, Hydro Mississauga and/or the Region of Peel

(a) Financial contributions to the City at current levy rates, (as adjusted with the Southam Index), in accordance with Recommendation No. 1677-85, adopted by City Council on November 4, 1985 (payments are described in detail in the Financial Agreement):

(i) for all types of development, a development levy of $24,900.62 per gross hectare for major road improvements and $7,761.60 per gross hectare for major watercourse improvements;

(ii) for lands other than residential, a development levy of $1,509.91 gross hectare for fire service improvements;

(iii) for residential lands, a development levy of $714.90 per capita for Transit, Library, Fire, General Government and Recreation and Parks, payable per dwelling unit.

(b) Financial contributions in accordance with current Regional development levies.

(c) Financial contributions are required in connection with the supply of hydro facilities. These contributions vary with different types of development and the hydro service to be provided, and will be determined by negotiation between the developer and Hydro Mississauga, prior to registration of the subdivision plan.

The City will be collecting an Impost Levy on behalf of Hydro Mississauga in accordance with Council recommendation of July 15, 1981.

(d) To meet the requirement of Section 50 (5)(a) of the Planning Act, it is recommended that Blocks 1050 and 1051, having a total area of 6.499 ha (16.06 ac), be accepted to satisfy the parkland requirement of 4.748 ha (11.73 ac) for the development of the subject lands, with the balance of 1.75 ha (4.326 ac) of parkland to be acquired by the City. See also Section A - Planning, Item 6.

(e) (i) A fee for engineering and inspection services, provided by the City Public Works Department to be in accordance with City policy and to be determined as a percentage of the total estimated value of services to be assumed by the City.

(ii) A fee for engineering services provided by the Regional Municipality of Peel Department of Public Works for services to be assumed by the Regional Municipality. The applicant should contact the Regional Municipality of Peel Department of Public Works to determine the amount and payment procedure with respect to this fee.

(f) A fee for planning services provided by the City Planning and Building Department to be determined in accordance with the latest planning processing fee schedule immediately prior to the City Planning and Building Department's release of the plan for registration.

(g) Payment of current property taxes and all outstanding assessments which have been levied against the property.

(h) Payment in cash or securities in the Servicing Agreement are required to cover the cost of planting standard street trees on Streets A, B, C, D, F, G, H, I, J, K, M, O, P, Q, T, U, V, W, X and Y and upgraded street trees on Streets E, L, N, R, S, Creditview Road, Bristol Road West and Second Line West in accordance with current City standards and specifications. See also Section A - Planning, Item 17.

2. Insurance

The owner, while under agreement to provide services within this plan, must provide a comprehensive insurance policy naming the City and the Region of Peel as co-insured, for liability and property damage in the amount of $2,000,000.00. This policy must cover blasting operations and be paid up for a minimum of three years or as otherwise approved.

3. Financial Guarantee

In order to guarantee the financial stability of the owner to provide the requisite services, satisfactory securities to the City equal to the estimated cost of services, must be furnished prior to the execution of the Servicing Agreement.

SECTION C - ENGINEERING

1. Maintenance Guarantee

(a) The developer shall maintain all underground services and works for a period of one year from the date of acceptance of those services by the Region and/or the City. Prior to the completion of the maintenance period, the developer shall correct any deficiencies reported by the Region and/or the City.

(b) The developer shall maintain all roads up to base course asphalt, including curb base, for a period of three years from the date of acceptance of those services by the City. All other above ground works shall be maintained by the developer for a period of one year after acceptance.

2. Standards

All underground and above-ground services shall be designed and constructed in accordance with the current specifications, standard drawings and design criteria of the City of Mississauga.

Further, when appropriate the Servicing Agreement shall also reflect that the internal servicing of all apartment and multiple-family blocks will be in accordance with City standards and requirements.

3. Water

The plan has been considered by the Regional Municipality of Peel Department of Public Works and approved subject to the usual agreements.

Watermains and appurtenances shall be constructed on all streets within this proposed plan of subdivision. A separate water service connection shall be provided to the street line for each lot or building block.

The lands are located in Water Pressure Zones Nos. 3 and 4. All lots west of and fronting onto Street L, including Blocks 1047 and 1048, are in Pressure Zone No. 3. As a result, water is available on Creditview Road, subject to extension of a 600 mm (24 in.) diameter watermain on Eglinton Avenue West, from Mavis Road westerly to Creditview Road. The lands east of Street L are in Water Pressure Zone No. 4. As a result, water is available on Ceremonial Drive, east of Mavis Road. Looping may be required on Creditview Road.

The applicant should contact the Regional Municipality of Peel Department of Public Works to determine the precise extent of their requirements.

Prior to servicing or registration of the plan, the Region of Peel shall confirm that adequate water servicing is available.

4. Sanitary Sewers

Sanitary sewers with connections to each lot and building block are required in accordance with the current Regional Municipality of Peel Department of Public Works standards and requirements.

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Where required by the Commissioner of Public Works, sanitary sewers shall be designed in such a manner and be of adequate size and depth to service adjacent lands.

The developer shall secure all costs involving the sanitary trunk sewer from Cuthbert Avenue northerly on Creditview Road to service lands within the Carolyn Creek watershed. Included with the securities will be the connections to the lots fronting on Creditview Road.

Sanitary sewer facilities are available in a 525 mm (21 in.) diameter sewer located on the west side of Creditview Road, north of Eglinton Avenue West.

Prior to servicing or registration of the plan, the Region of Peel shall confirm that adequate sanitary sewer servicing is available.

5. Storm Sewers

(a) Storm sewer works including connections to each lot and building block shall be constructed in accordance with the current City subdivision requirements.

All storm sewers shall be designed in such a manner and be of adequate size and depth to provide for the drainage of the weeping tiles, for the development of all lands lying upstream within the watershed and/or provide for the drainage of such areas as may be designated by the Commissioner of Public Works.

All storm drainage shall be conducted to an outlet considered adequate in the opinion of the Commissioner of Public Works.

(b) The storm sewer outlet for the subject lands is the Carolyn Creek within Block 1049 which is designated for greenbelt purposes.

The developer has made satisfactory arrangements with the City prior to the greenbelt and road widening dedications to allow the City and contractor forces to enter onto his lands for all construction purposes as required for the Creditview Road reconstruction project including culvert works on the Carolyn Creek.

(c) During servicing submissions, the developer's consultant shall include a drawing outlining the proposed overland flow route on these lands. The internal route is to coincide with roadways and walkways as much as possible. Should this route direct drainage along a lot's side lot line, the width of the concerned lot(s) shall be increased to account for this route in addition to the usual lot sizes. All overland flow routes direction drainage along a side lot line shall be covered by an easement to the satisfaction of the City.

(d) All basements in this development in the critical area of the storm sewer outfall to the Carolyn Creek shall be designed such that a minimum of 100-year storm protection is provided.

(e) The proposed development will require storm sewer oversizing to accommodate proposed development to the east under Files T-86095, Gateshead Enterprises Limited, and T-86104, Kee Group Incorporated. These two subdivisions will cost-share the oversizing portion initially funded by the subject development and the City will turn over the oversizing costs to the developer of the subject lands prior to registration of either plan.

(f) The erosion protection works proposed downstream of Creditview Road which is estimated at $295,000.00 is to be secured as part of the first servicing submission. This estimated amount will be cost-shared by the developers of the subject lands and of adjacent lands under File T-86087, River Grove Development Corporation Limited, and this cost-sharing agreement to secure and carry out the works shall be confirmed to the City Public Works Department as part of the processing for the two plans.

(g) As part of first servicing submission, a complete survey of the watercourse shall be carried out between the above-noted location (item f) and the Canadian Pacific Railway to determine where a low flow channel should be constructed and any erosion protection works that are required within this surveyed area. The erosion protection works and low flow channel based on this upstream survey of the watercourse is to be secured and detailed as part of the first servicing submission for whatever servicing agreement proceeds first.

(h) The detention control structure shall be detailed and secured as part of the first servicing submission to be processed by the City.

(i) The Carolyn Creek channel between Bristol Road West and the landfill site shall either be reconstructed to accommodate a Regional storm or filled in, in which case an alternative overland flow route to accommodate the difference in flow above a 25-year storm to a Regional storm level must be provided. A 25-year storm trunk sewer in a location satisfactory to the City and the Credit Valley Conservation Authority is required.

6. Site Grading

The developer will be responsible for the proper drainage of all lands within the plan and all lands abutting the plan. An overall lot and/or block grading plan must be prepared by the developer's Engineer in accordance with the City standards and form part of the Servicing Agreement.

Adequate provision to drain all parts of the lots and blocks must be detailed having due regard for the size, accessibility, location and cross-section of drainage works proposed and for the installation of catch basins where necessary.

Minimum grade changes should occur in areas where trees are to be retained. See also Section A – Planning, Item 5.

7. Soil Conditions

The developer is required to retain a geotechnical consultant to prepare a detailed soil report at first servicing submission to be reviewed by the City. Prior to the registration or servicing of the plan, the approved procedures are to be incorporated into the Servicing Agreement.

8. Roads

(a) All internal roads shall be constructed by the developer and shall have asphalt pavement complete with concrete curbs and gutters designed and constructed in accordance with the latest City standards and requirements.

(b) The following is a summary of the various classifications of the roads associated with the plan:

Name	Classification	R.O.W. Width
Bristol Road West	Major Collector	26 m to 30 m (86 ft. to 98.4 ft.)
Creditview Road	Major Collector	26 m to 30 m (86 ft. to 98.4 ft.)
Second Line West	Major Collector	26 m to 30 m (86 ft. to 98.4 ft.)
Street A	Collector	20 m (66 ft.)
Street E	Collector	22 m to 24 m (72.2 ft. to 78.7 ft.)
Street F	Collector	20 m (66 ft.)
Street I	Collector	20 m (66 ft.)
Street L	Collector	22 m to 24 m (72.2 ft. to 78.7 ft.)
Street N	Collector	22 m to 24 m (72.2 ft. to 78.7 ft.)
Street R	Collector	22 m to 24 m (72.2 ft. to 78.7 ft.)

Street S	Collector	22 m to 24 m (72.2 ft. to 78.7 ft.)
Street W	Collector	20 m to 22 m (66 ft. to 72.2 ft.)
Street X	Collector	20 m (66 ft.)
Street B	Local Residential	20 m (66 ft.)
Street C	Local Residential	20 m (66 ft.)
Street D	Local Residential	20 m (66 ft.)
Street G	Local Residential	20 m (66 ft.)
Street H	Local Residential	20 m (17 m buffer section) (66 ft. and 56 ft.)
Street J	Local Residential	20 m (66 ft.)
Street K	Local Residential	20 m (66 ft.)
Street M	Local Residential	20 m (66 ft.)
Street O	Local Residential	20 m (17 m buffer section) (66 ft. and 56 ft.)
Street P	Local Residential	20 m (66 ft.)
Street Q	Local Residential	20 m (66 ft.)
Street T	Local Residential	20 m (66 ft.)
Street U	Local Residential	20 m (66 ft.)
Street V	Local Residential	20 m (17 m buffer section) (66 ft. and 56 ft.)
Street Y	Local Residential	20 m (17 m buffer section) (66 ft. and 56 ft.)

(c) A minimum 10 m (32.8 ft.) pavement width is required on all streets where there are 9.75 m (32 ft.) lots and townhouse blocks to provide parking plus two lanes of through traffic.

(d) The connecting roads shall be located such that they align precisely with their continuation beyond the subject lands.

(e) Prior to registration of the plan, arrangements shall have been made to the satisfaction of the City for any relocation of utilities required by the development of the subject lands to be undertaken at the developer's expense.

(f) Prior to registration of the plan, arrangements shall be made to the satisfaction of the City for the provision of a construction access which shall remain open at the discretion of the Commissioner of Public Works.

(g) No direct access will be permitted to Second Line West from the adjoining blocks until site development plans are approved and the 0.3 m (1 ft.) reserve is lifted to accommodate the access(es).

(h) During engineering processing, the City Public Works Department will determine the location of the driveways for lots at the intersections of local and collector roads.

(i) Prior to registration of the plan, satisfactory arrangements shall have been made to ensure the clean-up of all materials tracked onto existing and proposed roads by vehicles used in conjunction with building operations on the subject lands (re mud tracking and dust control).

(j) 8.0 m (26.2 ft.) radius roundings shall be provided at the following intersections:

- Street N at Streets M, P and S;
- Street R at Streets M, S, V, W and Q;
- Street L at Streets A, I, and X;
- Street E at Streets A, F, I and J.

5.0 m (16.4 ft.) shall be provided at all other internal intersections.

(k) A minimum of 150 m (492 ft.) centreline radius shall be provided on Streets F and R.

(l) Access to all lots which front onto Creditview Road must incorporate a hammerhead type turn around facility or a circular driveway. This is necessary to prevent vehicles backing out onto Creditview Road. The provision of this turn around area shall not conflict with the on-site parking supply for both visitors and owners.

(m) Temporary intersection improvements will be required at the following intersections:

- Bristol Road West and Second Line West;
- Street R and Second Line West;
- Street N and Second Line West.

These improvements will be finalized during detailed servicing submissions.

(n) Bristol Road West on the subject lands shall align with Bristol Road West of adjacent lands under File T-86087, River Grove Development Corporation Limited, to the satisfaction of the City.

(o) The construction of the Creditview Road fifth lane by the City from Eglinton Avenue West to Bristol Road West will be cost shared by the developers of lands on the east side of Creditview Road.

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(p) The developer shall be responsible for maintaining City roadways in the vicinity of this development in a state satisfactory to the Commissioner of Public Works until the building is mostly completed. A security based on the number of lots will be required in the Servicing Agreement.

(q) A base 22 m (72.2 ft.) right-of-way is required on Street R. A 24 m (78.7 ft.) right-of-way shall be provided on Street R from Second Line West to the west limit of apartment Block 1024, then tapering over a distance of 40 m (131.2 ft.) to the base 22 m (72.2 ft.) right-of-way.

A 24 m (78.7 ft.) right-of-way throat widening shall be provided on Street E approaching Creditview Road. This 24 m (78.7 ft.) right-of-way shall be maintained for a distance of 40 m (131.2 ft.) then tapering over a distance of 40 m (131.2 ft.) to the base 22 m (72.2 ft.) right-of-way.

A 24 m (78.7 ft.) right-of-way throat widening shall be provided on Street N from Second Line West to the west limit of future Street B in T-86047, Marvin Goodman, then taper over a distance of 40 m (131.2 ft.) to the base 22 m (72.2 ft.) right-of-way.

A 24 m (78.7 ft.) right-of-way throat widening shall be provided on Street S approaching Bristol Road West. This 24 m (78.7 ft.) right-of-way shall be maintained for a distance of 40 m (131.2 ft.) , then tapering over a distance of 40 m (131.2 ft.) to the base 22 m (72.2 ft.) right-of-way.

A 24 m (78.7 ft.) right-of-way throat widening shall be provided on Street L approaching Bristol Road West. This 24 m (78.7 ft.) right-of-way shall be maintained for a distance of 40 m (131.2 ft.), then tapering over a distance of 40 m (131.2 ft.) to the base 22 m (72.2 ft.) right-of-way. A part of this right-of-way requirement will be deeded through adjacent lands under File T-86087, River Grove Development Corporation Limited.

(r) See also Section A – Planning, Item 44 and 48.

9. Sidewalks

(a) Concrete sidewalks 1.5 m (5 ft.) wide shall be constructed in accordance with the latest City standards and requirements for the following:

- on both sides of Streets A, E, F, H, I, L, M, N, O (20 m (66 ft.) portion), P, R, S, T, U, W, and X;

- on one side of Streets B, C, D, G, J, K, Q, and V.

(b) Sidewalks are not required on Street Y.

(c) Prior to registration of the plan, the developer shall make a cash contribution to the City for a sidewalk on the Creditview Road, Second Line West and Bristol Road West frontages. This amount is to be determined by the City during servicing submission(s). No sidewalk will be built on Creditview Road during the capital works construction period unless authorized by the City Public Works Department.

10. Walkways

(a) Standard 3 m (10 ft.) wide concrete walkways with fencing, lighting and vehicular barriers entrances from roadways are required on Blocks 1052, 1053 and 1054. See also Section A, Planning, Items 18 and 19.

(b) Provisions shall be made for the installation of paved pedestrian walkways from the site to the nearest sidewalk at the following access points:

(i) north side of Street V to Bristol Road West;
(ii) north side of Street H to Bristol Road West;
(iii) east side of Street O to Second Line West.

These locations may be revised or modified to the satisfaction of the City Public Works Department.

11. Bus Stops

To accommodate future transit routes and bus stops on Creditview Road, Bristol Road West, Second Line West and Street L, bus stop passenger platforms to accommodate an articulated bus at appropriate locations shall be installed to the satisfaction of Mississauga Transit.

Provisions shall be made for or the installation of passenger landing platforms at the following locations:

(a) Creditview Road at Street E (near side) N/B;

(b) Creditview Road at Lot 257 (opposite Carolyn Road) N/B;

(c) Bristol Road West at Street W (near side) E/B;

(d) Bristol Road West at Street S (near side) E/B;

(e) Bristol Road West at Second Line West (near side) E/B;

(f) Second Line West at Street R (near side) S/B;

(g) Second Line West at Street N (near side) S/B;

(h) Street L at the Senior Public School site (Block 1046) (south of Lot 1071) N/B;

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(i) Street L at the park site (Block 1051) N/B;

(j) Street L at Street E (at Lot 493, far side) S/B;

(k) Street L at Street I (at Block 1048, far side) S/B.

These locations may be revised or modified to the satisfaction of the City Public Works Department.

12. Fire Break Lots

Every seventh lot in the draft plan shall be designated as a fire break lot. This provision shall be incorporated into Schedule 'C' of the Servicing Agreement as well as the Financial Agreement which is registered on title.

The City Planning and Building Department will process all applications for building permits and issue foundation only permits for the designated fire break lots. The issuance of the superstructure permits for these lots will only be released upon the approval of the Chief Building Official (in conjunction with the Fire Chief) at such time that, in the opinion of the Chief Building Official, the intent of this restriction has been satisfied and that no more then six (6) consecutive buildings will be under construction in a framed state.

The following lots shall be designated as fire break lots:

Fire break lots: 7, 14, 21, 28, 35, 42, 49, 62, 69, 76, 83, 92, 99, 108, 119, 126, 129, 136, 143, 150, 157, 164, 173, 180, 187, 196, 203, 209, 216, 223, 230, 239, 238, 245, 252, 264, 271, 278, 285, 292, 301, 308, 316, 323, 330, 337, 344, 351, 358, 365, 375, 382, 389, 399, 406, 413, 420, 427, 436, 443, 450, 457, 464, 471, 482, 489, 496, 503, 510, 521, 533, 540, 547, 559, 572, 579, 586, 593, 601, 608, 621, 628, 635, 642, 649, 656, 663, 670, 681, 688, 696, 703, 710, 717, 724, 731, 742, 749, 766, 776, 783, 792, 799, 806, 813, 820, 828, 835, 842, 849, 856, 863, 870, 877, 884, 891, 898, 905, 912, 919, 926, 948, 955, 962, 973, 980, 987.

Any modification to the fire break lot shall be to the satisfaction of the City Fire Department.

13. Streetlighting

Streetlighting shall be provided in accordance with the latest City standards and requirements. In addition to streetlighting within the plan, facilities on Creditview Road and Second Line West at the intersections with internal roads shall be examined and, if necessary, updated.

14. Traffic Signals

The developer will be required to pay the costs, as specified, towards the traffic signals to be installed at the following locations:

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(a) Street R at Second Line West ($50,000.00 being 100% of the cost);

(b) Street E at Creditview Road ($50,000.00 being 100% of the cost);

(c) Bristol Road West and Street L ($25,000.00 being 50% of the cost). The other portion will be a requirement of adjacent plan under File T-86087, River Grove Development Corporation Limited;

(d) Street S at Bristol Road ($27,000.00 being 50% of the cost). The other 50% will be a requirement of adjacent plan under File T-86087, River Grove Development Corporation Limited;

(e) Bristol Road West and Second Line West ($13,750.00 being 25% of the total cost). The cost for this intersection is to be shared among the four abutting draft plans under Files T-86087, River Grove Development Corporation Limited, T-86072, East Credit Development Corporation, T-86071, Lakeview Estates, and T-86095, Gateshead Enterprises Limited;

Alternatively if Bristol Road West is constructed to support the two draft plans T-86087, River Grove Development Corporation Limited and T-86072, East Credit Development Corporation, and these two draft plans proceed first, then draft plans T-86087, River Grove Development Corporation Limited, and T-86072, East Credit Development Corporation, will initially share 100% of the cost ($50,000.00) of signalizing a 3-way intersection;

(f) Street N/Winterton Way and Second Line West ($13,750.00 being 25% of the total cost). The cost for this intersection is to be shared among the four abutting draft plans T-86047, Marvin Goodman, T-86072, East Credit Development Corporation, T-86104, Kee Group Incorporated, and T-85024, Peter Nelson Daniels Trust. If Street N is to be constructed to support the two draft plans T-86072, East Credit Development Corporation, and T-86047, Marvin Goodman, and these two draft plans proceed first, then draft plans T-86047, Marvin Goodman, and T-86072, East Credit Development Corporation, will share the cost of signalizing a three-way intersection.

For all traffic signals:

(a) The developer shall install all of the underground works prior to the base course asphalt installation at each of these intersections;

(b) The developer's consultant shall prepare the necessary plans to the satisfaction of the City;

(c) Power supply shall be made readily available to the satisfaction of the City.

15. Signs

All street and traffic signs required within this proposed plan of subdivision shall be supplied, erected and maintained by the applicant at his cost.

16. Landscaping

All portions of road allowances not covered by roads and sidewalks shall be fully sodded with No. 1 nursery sod and shall be considered as part of the construction costs.

Prior to registration of the plan, arrangements shall have been made to the satisfaction of the City for the grading, topsoiling and sodding of all the residential lots including the placement of 150 mm (6") of granular material on the driveways.

Prior to any release of securities, the developer shall provide the City with securities ensuring that each of the 988 units will be sodded and topsoiled to City standards with driveways being provided. A security in the amount of $200,000.00 (Two Hundred Thousand Dollars) is to be maintained with the City until all lots have been topsoiled and sodded. A reduction to the $200,000.00 (Two Hundred Thousand Dollars) security is only to be considered after 897 of the 988 units have been completed.

Blocks 1025 to 1042 inclusive and 1048 and all other blocks and lots for which there are no immediate development proposals shall be graded, seeded and maintained to the satisfaction of the Commissioner of Public Works.

Future parkland - Blocks 1050 and 1051 shall be graded, levelled with top soil and sodded. Specifications for this work shall be prepared to the satisfaction of the City Public Works Department and the City Recreation and Parks Department and be included in the Servicing Agreement.

School Blocks 1045 to 1047 inclusive, shall be rough graded to elevations, where required, satisfactory to the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board, whichever is applicable.

17. Land Dedications

(a) Sufficient right-of-way for all roads within the plan in accordance with the widths specified under Section C - Public Works, Item 8 shall be dedicated as public highway on the proposed plan for registration.

The widenings required at intersections for vehicular channelization and at locations specified for bus bays are to be to the latest City standards and requirements.

(b) Block 1055 shall be dedicated gratuitously to the City for road widening purposes. A 5.0 m (16.4 ft.) road allowance widening shall be provided along the entire Second Line West frontage, to support a 30 m (98.4 ft.) right-of-way.

(c) Block 1056 shall be dedicated gratuitously to the City for road widening purposes. A 7.0 m (23 ft.) road allowance widening is required on Creditview Road.

(d) Prior to registration of the plan, the developer shall transferred gratuitously to the City of Mississauga, the lands upon which temporary culs-de-sac will be constructed. The City will return these lands to the developer once these streets are continued. Sufficient securities shall be provided to the City to ensure that these lands are maintained in a manner satisfactory to the City until they are returned to the developer and satisfactory arrangements made with the City for removal of the temporary works and construction of the ultimate road cross-section. Streets F, G, L, N and Y will require temporary and permanent culs-de-sac where applicable. The temporary culs-de-sac will require certain lots and blocks to be frozen and temporarily transferred gratuitously to the City until the subject roads can be extended through adjacent lands.

(e) 7.5 m (25 ft.) triangles at the following intersections shall be dedicated as public highways:

- Second Line West and Street R;
- Second Line West and Street N;
- Proposed Street B in T-86047, Marvin Goodman, and Street N;
- Street L and Street N;
- Street E and Street L;
- Street E and Creditview Road;
- Street R and Street L;
- Street W and Bristol Road West;
- Street S and Bristol Road West.

(f) 15 m (50 ft.) sight triangles at the intersection of Bristol Road West and Second Line West shall be dedicated as public highways.

(g) Blocks 1052, 1053 and 1054 shall be transferred gratuitously to the City for walkway purposes.

(h) See Section A – Planning, Items 8, 21 and 23.

18. <u>Easements</u>

Any external easements required to service the property must be obtained by the applicant and conveyed gratuitously to the City or the Regional Municipality of Peel prior to any servicing submission being made to the City Public Works Department.

7aa

All easements within the plan which are required for proper servicing of the land, shall be transferred to the City or the Regional Municipality of Peel.

19. Utilities

The applicant, under separate arrangements or agreement with the various utility companies, is to determine the precise extent of their requirements.

Prior to the signing of the Servicing Agreement for residential development, the developer must submit in writing evidence to the Commissioner of Public Works that he has made arrangements with the Bell Telephone Company, the Cable T.V., and the Hydro for the installation of their cable in a common trench, in the prescribed location on the road allowance for the plan of subdivision.

The requirements of Hydro Mississauga with respect to easements shall be met prior to the registration of the plan.

The applicant should contact Hydro Mississauga to determine the precise extent of their requirements.

See also Section B – Financial, Item 1(c).

20. 0.3 m (1') Reserves

0.3 m (1') reserves as shown on the attached plan shall be transferred gratuitously to the appropriate authority.

21. Community Postal Boxes

Community Postal Delivery Box locations shall be shown on the servicing drawings in locations approved by Canada Post (as per City Council Resolution #395-86) and shall be installed to City requirements by the developer when required by Canada Post or when constructing above ground works whichever is appropriate.

******

THE REQUIREMENTS OF THIS REPORT WILL BE EFFECTIVE FOR ONE YEAR SUBSEQUENT TO DRAFT APPROVAL BY THE REGION. AFTER THIS DATE A REVISED CONSOLIDATED REPORT WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING AND LEVY REQUIREMENTS MENTIONED IN THIS REPORT, THE STANDARDS AND LEVIES IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.

******

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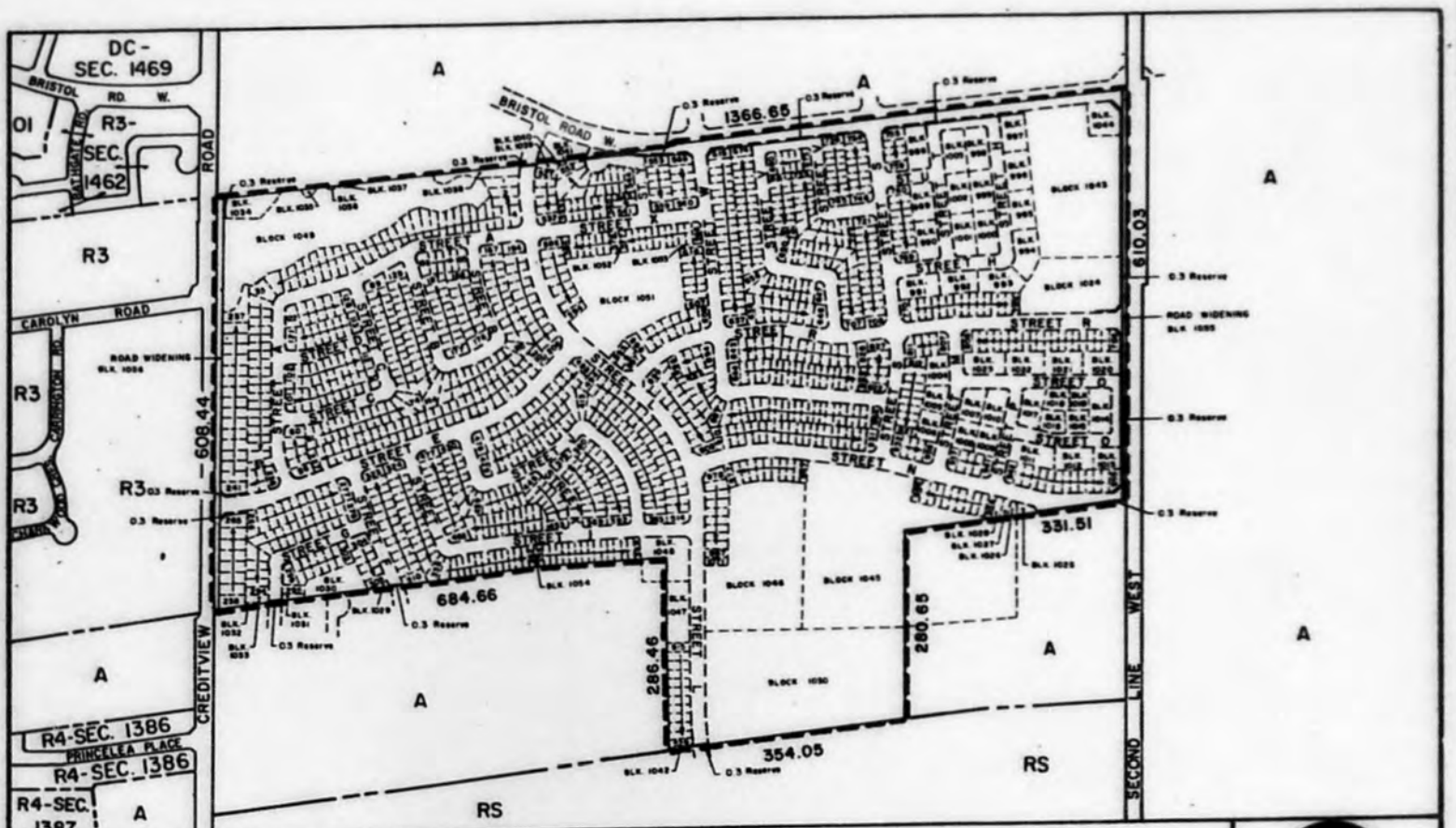

APPLICATION: EAST CREDIT DEVELOPMENT CORPORATION

AREA OF DRAFT PLAN T-86072

CITY OF MISSISSAUGA PLANNING & BUILDING DEPARTMENT

0 100 200 metres

FILE NO. T-86072

DWG. NO. 811

DATE: 1988, JAN. 4

9-92

1cc

PMG CONSULTING ENGINEERS & PLANNERS

December 22, 1987

Project No. 1425

City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Attention: Mr. R. Edmunds

Dear Sir:

PROPOSED CONDITIONS OF DRAFT APPROVAL
EAST CREDIT DEVELOPMENT CORPORATION
FILE: T-86072 (W)

We have reviewed the conditions of draft approval contained in Mr. Waite's letter of December 18, 1987, with our client.

We find these conditions to be acceptable, subject to certain clarifications of conditions relating to Engineering Services.

We request, therefore, that the Consolidated Report be placed on the next agenda for the Community Planning and Development Committee.

Yours very truly,

PMG Consulting Engineers & Planners

Ted Tyndorf, MCIP
Director of Planning

TT/ca

cc: ECDC
R. Freeman

PLANNING & BUILDING DEPARTMENT
RECEIVED
DEC 2 3 1987
ACTION | INFO | INITIAL

95 Bridgeland Avenue • Toronto • Canada • M6A 2V3 • Telephone (416) 787-4935/0348

Corporate Report

Received by Clerk's Dept. DEC 2 9 1987

8a

Clerk's Files

COM.PLNG./DEV. JAN 4 1988

Originator's Files T-86099 (W) (Phase I)

DATE: January 4, 1988

TO: Chairman and Members of the Community Planning and Development Committee

FROM: R. G. B. Edmunds, Commissioner of Planning and Building

SUBJECT: Conditions of Draft Approval
Subdivision Application
Proposed Detached Dwelling Development
Both sides of Creditview Road,
south of Eglinton Avenue West
Sherwood Mills Incorporated

ORIGIN: Subdivision application received from the Regional Municipality of Peel, submitted on December 11, 1986 by Team Three, agent for Sherwood Mills Incorporated, registered owners of the lands.

BACKGROUND: Details of Application are as follows:

Site Area:	22.92 ha (56.63 ac)
Existing Zoning:	A
Proposed Zoning:	R3-Special Section, R4-Special Sections, R5-Special Section
No. of Lots:	348 Lots and 16 Blocks

COMMENTS: The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions.

A copy of the Consolidated Report sent to the applicant for acceptance is attached.

CONCLUSION: The proposed plan of subdivision should be approved subject to certain conditions.

RECOMMENDATION: That the plan of subdivision under File T-86099 (W) (Phase I), Sherwood Mills Incorporated (both sides of Creditview Road, south of Eglinton Avenue West), be recommended for approval to the Regional Municipality of Peel subject to the following conditions:

(a) That the Financial Agreement between the City and the Developer be met by the Developer to the satisfaction of the City, prior to registration of the plan;

(b) That the Servicing Agreement between the City and the Developer be met by the Developer to the satisfaction of the City, prior to registration of the plan;

(c) That to meet the requirement of Section 50(5)(a) of the Planning Act, it is recommended that the parkland requirement of 1.18 ha (2.92 ac.) for the development of the subject lands (Phase I) shall be satisfied through external lands owned by the applicant under File T-86083 (W), Sherwood Mills Incorporated;

(d) That the conditions contained in the Consolidated Report dated December 22, 1987 be met by the developer to the satisfaction of the City and any other official agency concerned with the development of the lands, prior to registration of the plan.

R. G. B. Edmunds
Commissioner of Planning and Building

5119a/

8c

DATE: December 22, 1987 (revised)
FILE: T-86099 (W) (Phase 1)

CONSOLIDATED REPORT OF THE TECHNICAL REQUIREMENTS FOR THE DEVELOPMENT OF LANDS UNDER APPLICATION BY SHERWOOD MILLS INCORPORATED

LOCATION: Both sides of Creditview Road, south of Eglinton Avenue West

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SECTION A - PLANNING

1. The plan to which this report refers is the plan dated December 3, 1986, revised September 3, 1987, and further revised in red as shown on the attached draft plan.

2. The zoning for the development of these lands shall come into force or have been approved by the Ontario Municipal Board prior to the registration of the plan.

3. The proposed streets shall be named to the satisfaction of the City of Mississauga and the Regional Municipality of Peel. In this regard, a list of proposed street names shall be submitted to the City Public Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions.

4. The Servicing Agreement is to include securities for the removal of any existing buildings within the plan that will not conform to the requirements of the Zoning By-law after registration of the plan.

5. Development of the subject lands shall be staged to the satisfaction of the City. Submissions will not be processed by the City Public Works Department, and preservicing of the subject lands will not be permitted until arrangements have been made to the satisfaction of the Commissioner of Public Works for the necessary outlets for the municipal services and the provisions of adequate access roads to service the subject lands. In addition, preservicing of the subject lands will not be permitted until the zoning for the development of these lands is in effect or has been approved by the Ontario Municipal Board. See also Section C - Engineering.

6. Prior to registration of the plan, arrangements shall have been made to the satisfaction of the City for the preservation of as many of the existing trees as possible. In this regard, a tree survey plan and a tree preservation plan for the affected lots shall be prepared in conjunction with engineering lot grading drawings.

8d

It is the developer's responsibility to ensure that no trees are removed or damaged prior to plan registration, or during any phase of the servicing and construction of the site, without prior approval from the City. See also Section C - Engineering, Item 6.

7. Approvals of site development plans and landscaping plans by the City will be prerequisites to the issuance of building permits for all detached dwelling lots to be zoned R5-Special Section, with frontages of less than 12 m (39.4 ft.) for interior lots and 16.5 m (54.1 ft.) for corner lots.

8. Prior to registration of the plan, payment in cash or securities in the Servicing Agreement are required to cover the cost of upgraded street tree planting on Creditview Road, Rathkeale Road and Street 'D' and Street 'G' west of Creditview Road, and standard street tree planting on Streets 'A', 'B', 'C', 'E', 'F', 'G' east of Creditview Road, 'H' and 'I' in accordance with current City standards. See also Section B, Financial, Item 1(h).

9. Prior to registration of the plan, screen fencing plans for the side and/or rear property lines of lots where abutting all existing and proposed roads shall be submitted to and approved by the City Public Works Department and the City Planning and Building Department.

   These works shall be co-ordinated with any required noise abatement measures and shall be carried out by the developer at his own cost.

10. Prior to registration of the plan, plans detailing a screen fence along the side property line of Lot 6 and rear property lines of Lots 4, 5, 342 to 348 inclusive where abutting proposed apartment block shall be submitted to and approved by the City Public Works Department and the City Planning and Building Department. The developer shall carry out these works at his own cost.

11. Prior to registration of the plan, plans detailing a heavy construction screen fence (e.g. concrete, noise wall) along the rear property lines of Lots 62 to 68 inclusive shall be submitted to and approved by the City Public Works Department and the City Planning and Building Department. These works shall be coordinated with any noise abatement measures and shall be carried out by the developer at his own cost. See also Items 14, 16, and 17 below.

12. Prior to registration of the plan, plans detailing a 1.2 m (4 ft.) high chain link fence along the side and/or rear property lines of all lots abutting the Ontario Hydro lands within the Parkway Belt West shall be submitted to and approved by the City Public Works Department, the City Planning and Building Department and Ontario Hydro. The developer shall carry out these works at his own cost.

8e

13. The parkland requirement of 1.18 ha (2.92 ac.) for the development of the subject lands (Phase I) shall be satisfied through external lands owned by the applicant under File T-86083 (W), Sherwood Mills Incorporated.

14. (a) Prior to the second engineering submission, the owner shall engage the services of a consultant to undertake an acoustical report to recommend noise control features to meet the noise level objectives of the City, the Ministry and the Ministry of the Environment to the satisfaction of the City and C.P. Rail with respect to Eglinton Avenue West, Creditview Road, Highway 403, C.P. Rail tracks and the proposed neighbourhood commercial centre and apartments.

(b) Prior to the final approval of the plan, the Servicing and Financial Agreements between the owner and the municipality specifying the provisions required to implement the noise control features recommended by the acoustical report as approved by the City, C.P. Rail and the Ministry of the Environment shall be forwarded to C.P. Rail and the Ministry of the Environment.

(c) In the event that a slight noise level excess exists on the site despite the inclusion of the noise control features, the Financial Agreement shall contain the following provisions in accordance with Council recommendation of February 13, 1978. The following provisions shall also be included on all offers of sale and purchase:

"Purchasers are advised that despite the inclusion of noise control features within this development area and within the building units, a slight noise level excess may exist and be of concern occasionally interfering with some activities of the dwelling occupants."

(d) Prior to final approval of the plan, the Acoustical Consultant shall update the recommendations of the Acoustical Report to coincide with the M-plan proposed for registration.

(e) A clause shall be included in Schedule C of the Servicing Agreement to the effect that:

(i) prior to the issuance of building permits for all affected lots and blocks, the Acoustical Consultant shall certify that the builder's plans are in accordance with the updated detailed Acoustical Report approved by the City;

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(ii) prior to the final inspection of the buildings on all affected lots and blocks, the Acoustical Consultant shall certify that the structures are in compliance with the above-mentioned acoustical report.

15. Prior to registration of the plan, ground vibration transmission from the C.P. Rail right-of-way shall be estimated through site testing and evaluation to determine whether it will produce unsatisfactory vibration conditions in dwellings, in excess of the acceptable level to the satisfaction of C.P. Rail. If so, residential buildings within 75 m (246 ft.) from the railway right-of-way shall be protected so as to reduce vibration to the acceptable level. The measures employed may be as follows:

(a) Support the building on rubber pads between the foundation and the occupied structure so that the maximum vertical natural frequency of the structure on the pads is 12 Hz;

(b) insulate the building from the vibration originating at the railway tracks by an intervening discontinuity or by installing adequate insulation outside the building, protected from compaction that would reduce its effectiveness so that vibration in the building became unacceptable; or

(c) other suitable and adequate measures that will retain their effectiveness over time.

See also Item 14 above.

16. To reduce the noise levels associated with the C.P. Rail right-of-way and for safety reasons, berm or combination berm and fence, adjoining and parallel to the C.P. Rail right-of-way and having extensions or returns at the ends will be required with the following specifications:

(i) minimum total height 5.5 m (18.04 ft.) above top-of-rail;

(ii) berm, minimum height 2.5 m (8.2 ft.) and side slopes not steeper than 2.5 to 1;

(iii) fence, or wall, to be constructed without openings and of a durable material weighing not less than 20 kg/m^2 (4 lb./sq.ft.) of surface area.

17. Upon review of the acoustical report, should it be determined that buffer blocks are required along the rear of Lots 62 to 68 inclusive where abutting C.P. Rail right-of-way to accommodate berm and acoustical fence, these buffer blocks shall be shown on the final plan as separate blocks and shall be transferred gratuitously to the City. See also Items 14 and 16 above.

18. The front yard setback of the dwellings on Lots 6 to 39 inclusive and 94 to 97 inclusive and Blocks 355, 356 and 357 where fronting onto Creditview Road shall be a minimum of 9.0 m (29.5 ft.) to the main buildings and 12 m (39.4 ft.) to the garages.

19. The setback of the dwellings on Lots 62 to 68 inclusive where abutting the C.P. Rail right-of-way shall be a minimum of 30.0 m (98.4 ft.).

20. The Servicing Agreement shall include a provision requiring a 15.0 m (49.2 ft.) setback for Lots 68 to 89 inclusive and 97 to 129 inclusive from the Sarnia Products Pipeline easement which abuts the side and/or rear property lines of the affected lots. The width or depth of these lots may have to be increased to provide for the required increased side yard or rear yard setback.

    Prior to any servicing or construction of the site, the developer shall request Esso Petroleum Canada to locate and stake the actual location of the Sarnia Product Pipeline easement.

21. Blocks 349 to 357 inclusive shall only be developed in conjunction with adjacent lands. In this regard, the City shall be satisfied prior to registration of the plan that the blocks, when combined with adjacent lands, will permit development in accordance with the Zoning By-law.

22. Blocks 349 to 357 inclusive shall be held in escrow by the City until they can be developed in conjunction with adjacent lands, at which time these blocks will be returned to the developer.

23. Prior to registration of the plan, or any site servicing of grading, a detailed servicing submission shall be prepared to the satisfaction of the City and the Credit Valley Conservation Authority, which will outline:

    (a) the means whereby stormwater will be conducted from the site to a receiving body;

    (b) the means whereby erosion, siltation and their effects will be contained and minimized on the site both during and after the construction period.

    In this regard, the appropriate permits will be required from the Credit Valley Conservation Authority pursuant to Ontario Regulation 162/80 (the Fill, Construction and Alteration to Waterways Regulations) for the enclosure of Chappell Creek.

24. Prior to registration of the plan, C. P. Rail shall be satisfied with the future land requirements for the future rail line, shown on the attached draft plan as Block 364.

8h

25. Prior to registration of the plan, arrangements shall be made for the location and signange of the Pedestrian/Bicycle Path System, as shown on Schedule 4 of the East Credit Secondary Plan, to the satisfaction of the City Recreation and Parks Department and the City Public Works Department.

26. Development of the subject lands shall be staged in accordance with the availability of satisfactory school accommodations.

27. The Financial Agreement, and all offers of sale and purchase shall contain the following provision:

> "Whereas, despite the best efforts of the Dufferin-Peel Roman Catholic Separate School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated at temporary facilities and/or bussed to a school outside of the area, and further, that students may later be transferred to the neighbourhood school."

28. Prior to registration of the plan, the developer will be required to erect information signs at all major entrances into the subdivision advising prospective purchasers that until a separate school is constructed within this community, alternative accommodation will be provided. The developer is required to contact the Planning Department of the Dufferin-Peel Roman Catholic Separate School Board for sign specifications.

29. The Servicing Agreement shall contain a clause satisfactory to the Peel Board of Education, that the developer will erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bussed to schools, according to the Board's Transportation Policy. The signs shall be to the School Board's specifications and at locations determined by the Board.

30. The Financial Agreement and all offers of sale and purchase within a period of five years from the registration of the plan shall contain the following provision:

> "Whereas, despite the efforts of the Peel Board of Education, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the Planning and Resources Department of the Peel Board of Education to determine the exact schools."

31. In accordance with the Implementation section of the East Credit Secondary Plan, the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board require the developer to agree to participate in a cost sharing arrangement with other land owners to ensure that school sites are available at the appropriate time and price.

32. The developer shall ensure that there is no increase or change of direction in the flow of natural surface drainage which would adversely affect the C.P. Rail right-of-way. Any modification or addition to the existing drainage pattern would be the responsibility of the developer.

33. Any proposed utilities under or overcrossing the C.P. Rail right-of-way to serve the residential development on the subject lands shall be designed in accordance with C.P. Rail specifications, receive C.P. Rail approval and be covered by C.P. Rail standard agreement or permit.

34. Prior to City Council execution of the Servicing Agreement, the developer shall erect signs on Blocks 349 to 357 inclusive (residential reserves) indicating the future use of the blocks and the name and telephone number of the City of Mississauga Department where additional information is available. The Servicing Agreement shall contain a provision requiring the developer to maintain the signs.

35. A warning clause shall be included in the offers of purchase and sale as well as registered on the title of all affected lots and blocks advising prospective purchasers of the temporary culs-de-sac on Street 'H' which is to remain until adjacent lands are developed.

36. A warning clause shall be included in the offers of purchase and sale as well as registered on the title of all affected lots and blocks advising prospective purchasers of the future widening and reconstruction of Eglinton Avenue West.

37. A warning clause shall be included in the offers of purchase and sale as well as registered on title of all affected lots and blocks advising prospective purchasers of the proposed neighbourhood commercial centre and apartments near the intersection of Creditview Road and realigned with Rathkeale Road.

38. (a) A warning clause shall be included in the offers of purchase and sale as well as registered on title of all affected lots and blocks within 300 m (984 ft.) of the C.P. Rail right-of-way advising prospective purchasers of the railway tracks, that it is an important main line, that there is the possibility of expansion of the Railway facilities and increase in level of traffic at some future date and that C.P. Rail will not take responsibility for complaints from future residents as a result of noise, vibrations, air quality, etc., generated by existing and/or future railway operations.

(b) A warning clause shall be included in the offers of purchase and sale as well as registered on title of all affected lots and blocks within 300 m (984 ft.) of the C.P. Rail right-of-way advising prospective purchasers that despite the inclusion of noise control abatement features within the individual building units, railway noise levels may become of concern, occasionally interfering with some activities.

(c) A warning clause shall be included in the offers of purchase and sale as well as registered on title of all affected lots and blocks within 75 m (246 ft.) of the C.P. Rail right-of-way advising prospective purchasers that despite the inclusion of vibration reduction devices in the buildings, railway vibration may be a cause of concern.

39. A warning clause shall be included in the offers of purchase and sale as well as registered on the title of Lots 68 to 89 inclusive, and on Lots 97 to 129 inclusive advising prospective purchasers of the high stressed pipeline easement and building restrictions abutting the affected lots. See Also Item 20 above.

40. Prior to registration of the plan, arrangements shall have been made among the developers of the subject lands and of adjacent plans of subdivision under File T-86059, Kupec Properties, T-86100, Kaneff Holdings Incorporated, T-86099, Sherwood Mills Incorporated, T-87021 (Part 2), Lackovic Construction Incorporated, and T-87039, George Wimpey Canada Limited, with respect to a neighbourhood identification program. This program will be implemented with the installation of appropriate signs at all entrances into the community from Creditview Road and Eglinton Avenue West. The program and signs shall be submitted to and approved by the City Planning and Building Department.

41. Block 358 shall be transferred gratuitously to the City for greenbelt purposes.

42. Block 359 to 363 inclusive shall be dedicated gratuitously to the City for road widening purposes.

43. Prior to registration of the plan, the developer shall provide, to the satisfaction of the Ministry of Transportation and Communications and Ontario Hydro, a lot grading and drainage plan and a report outlining the developer's intended treatment of the calculated run-off. Drainage shall be controlled and directed away from the Ontario Hydro lands.

44. Temporary fencing shall be installed along the edge of the Ontario Hydro right-of-way. The fencing shall be supplied and erected by the developer at his own cost, prior to preservicing of or any construction on the site, and shall remain in place throughout all phases of servicing and construction off the site.

8K

45. Ontario Hydro property abutting the subject lands is not to be used without the express written permission of Ontario Hydro. The developer shall be responsible for restorations of any damage to the Ontario Hydro right-of-way resulting from the construction and development of the subject lands.

46. The horizontal and vertical alignments of all roads, including their relative intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, minor revisions to the road pattern including intersection alignments may be required.

SECTION B - FINANCIAL

1. Payments to be made to the City, Hydro Mississauga and the Region of Peel

(a) Financial contributions to the City at current levy rates, (as adjusted with the Southam Index), in accordance with Recommendation No. 1677-85, adopted by City Council on November 4, 1985 (payments are described in detail in the Financial Agreement):

i) for all types of development, a development levy of $24,900.62 per gross hectare for major road improvements and $7,761.60 per gross hectare for major watercourse improvements;

ii) for lands other than residential, a development levy of $1,509.91 gross hectare for fire service improvements;

iii) for residential lands, a development levy of $714.90 per capita for Transit, Library, Fire, General Government and Recreation and Parks, payable per dwelling unit.

(b) Financial contributions in accordance with current Regional development levies.

(c) Financial contributions are required in connection with the supply of hydro facilities. These contributions vary with different types of development and the hydro service to be provided, and will be determined by negotiation between the developer and Hydro Mississauga, prior to registration of the subdivision plan.

In this regard, it is noted that the policy of Hydro Mississauga, relative to the provision of residential services is that all electrical circuits, including streetlighting, be placed under-ground at the expense of the developer, subject to an agreement between the developer, the City and Hydro Mississauga.

The City will be collecting an Impost Levy on behalf of Hydro Mississauga in accordance with Council recommendation of July 15, 1981.

(d) To meet the requirement of Section 50 (5)(a) of the Planning Act, it is recommended that 1.18 ha (2.92 ac.) of parkland required for the development of the subject lands (Phase I) be satisfied through external lands owned by the applicant under File T-86083, Sherwood Mills Incorporated.

(e) (i) A fee for engineering and inspection services, provided by the City Public Works Department to be in accordance with City policy and to be determined as a percentage of the total estimated value of services to be assumed by the City.

(ii) A fee for engineering services provided by the Regional Municipality of Peel Department of Public Works for services to be assumed by the Regional Municipality. The applicant should contact the Regional Municipality of Peel Department of Public Works to determine the amount and payment procedure with respect to this fee.

(f) A fee for planning services provided by the City Planning and Building Department to be determined in accordance with the latest planning processing fee schedule immediately prior to the City Planning and Building Department's release of the plan for registration.

(g) Payment of current property taxes and all outstanding assessments which have been levied against the property.

(h) Payment in cash or securities in the Servicing Agreement are required to cover the cost of planting upgraded street trees on Creditview Road, Rathkeale Road, Street 'D' and Street 'G' west of Creditview Road, and standard street trees on Streets 'A', 'B', 'C', 'E', 'F', 'G' east of Creditview Road, 'H' and 'I' in accordance with current City standards and specifications. See also Section A – Planning, Item 8.

2. Insurance

The owner, while under agreement to provide services within this plan, must provide a comprehensive insurance policy naming the City and the Region of Peel as co-insured, for liability and property damage in the amount of $2,000,000.00. This policy must cover blasting operations and be paid up for a minimum of three years or as otherwise approved.

8m

3. Financial Guarantee

In order to guarantee the financial stability of the owner to provide the requisite services, satisfactory securities to the City equal to the estimated cost of services, must be furnished prior to the execution of the Servicing Agreement.

SECTION C - ENGINEERING

1. Maintenance Guarantee

(a) The developer shall maintain all underground services and works for a period of one year from the date of acceptance of those services by the Region and/or the City. Prior to the completion of the maintenance period, the developer shall correct any deficiencies reported by the Region and/or the City.

(b) The developer shall maintain all roads up to base course asphalt, including curb base, for a period of three years from the date of acceptance of those services by the City. All other above ground works shall be maintained by the developer for a period of one year after acceptance.

2. Standards

All underground and above-ground services shall be designed and constructed in accordance with the current specifications, standard drawings and design criteria of the City of Mississauga.

3. Water

Prior to servicing or registration of the plan, confirmation is required that the plan has been considered by the Regional Municipality of Peel Department of Public Works and approved subject to the usual agreement.

Watermains and appurtenances shall be constructed on all streets within this proposed plan of subdivision. A separate water service connection shall be provided to the street line for each lot or building block.

The applicant should contact the Regional Municipality of Peel Department of Public Works to determine the precise extent of their requirements.

Water is available in a 400 mm (16 in.) diameter watermain on Rathkeale Road and on Eglinton Avenue West at Creditview Road, subject to the construction of a 600 mm (24 in.) diameter watermain on Eglinton Avenue West from Mavis Road to Creditview Road.

Adequate water supply would be available in the Rathkeale Road 400 mm (16 in.) diameter watermain if the 600 mm (24 in.) diameter Rathburn Road West watermain from Confederation Parkway to Hurontario Street is completed.

A 600 mm (24 in.) diameter watermain will be required on Creditview Road through the subject lands. This watermain is subject to an oversizing contribution from the Region of Peel, subject to available funding and Regional Council approval.

Prior to servicing or registration of the plan, the Region of Peel shall confirm to the City that the subject lands will be provided with adequate water servicing.

4. Sanitary Sewers

Sanitary sewers with connections to each lot and building block are required in accordance with the current Regional Municipality of Peel Department of Public Works standards and requirements.

Where required by the Commissioner of Public Works, sanitary sewers shall be designed in such a manner and be of adequate size and depth to service adjacent lands.

Sanitary sewer facilities are available in a 600 mm (24 in.) diameter sewer on lands in Registered Plans M-654 to 657 inclusive, west of the Canadian Pacific Railway. Provision will be required in the sanitary sewer through the subject lands for drainage from external lands to the east.

Prior to servicing or registration of the plan, the Region of Peel shall confirm to the City that the subject lands will be provided with adequate sanitary servicing.

5. Storm Sewers

(a) Storm sewer works including connections to each lot and building block shall be constructed in accordance with the current City subdivision requirements.

All storm sewers shall be designed in such a manner and be of adequate size and depth to provide for the drainage of the weeping tiles, for the development of all lands lying upstream within the watershed and/or provide for the drainage of such areas as may be designated by the Commissioner of Public Works.

All storm drainage shall be conducted to an outlet considered adequate in the opinion of the Commissioner of Public Works.

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(b) The storm sewer outlet for the subject lands is the existing sewer constructed on lands in Registered Plans M-654 to 657 inclusive, west of the Canadian Pacific Railway. Satisfactory arrangements to have all outlet works secured, and/or constructed are required prior to preservicing.

(c) Prior to preservicing and registration of the first plans of subdivision for T-85024, The Peter Nelson Daniels Trust, T-86017, Fuscom Partnership, T-86018, Lynn-Marsh Construction Limited, T-86020, Irber Holdings Limited, T-86047, Marvin Goodman, T-86059, Kupec Properties, T-86083, Sherwood Mills Incorporated, T-86099, Sherwood Mills Incorporated, T-86100, Kaneff Holdings Incorporated, T-87021 (Part 1), Chiappino and Associates, T-87021 (Part 2), Lackovic Construction Incorporated, and T-87039, George Wimpey Canada Limited, a letter of credit must be deposited with the City sufficient to cover the entire estimated cost of the storm trunk sewers between the existing outlet on McConnell Road west of the CPR tracks and the north side of Eglinton Avenue West at the following locations (symbolic only):

- Creditview Road;
- proposed Street 'B' on plan of subdivision under File T-86100, Kaneff Holdings Incorporated;
- Second Line West.

(d) Prior to servicing or registration of any individual plan noted in (c) above, the storm trunk(s) must be constructed to the boundary of that plan.

(e) In consideration of the trunk storm sewer construction being totally secured by the developers of the draft plans of subdivision noted in (c) above, the Major Watercourse Levy will be waived for the draft plans for T-85024, The Peter Nelson Daniels Trust, T-86017, Fuscom Partnership, T-86018, Lynn-Marsh Construction Limited, T-86020, Irber Holdings Limited, T-86047, Marvin Goodman, T-86059, Kupec Properties, T-86083, Sherwood Mills Incorporated, T-86099, Sherwood Mills Incorporated, T-86100, Kaneff Holdings Incorporated, T-87021 (Part 1), Chiappino and Associates, T-87021 (Part 2), Lackovic Construction Incorporated, and T-87039, George Wimpey Canada Limited, and that this condition be reflected in the applicable Financial Agreements for the said plans.

(f) All the developers of the plans of subdivision noted in (c) above are required to sign an agreement showing the trunk sewer schematic layouts, the construction timetable, and the cost sharing, all of which will form part of a private legal agreement and must be executed prior to the first plan of subdivision being registered.

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(g) During the servicing submissions, the developer's consultant shall include a drawing outlining the proposed overland flow route on these lands. The internal route is to coincide with roadways and walkways as much as possible. Should this route direct drainage along a side lot line of the affected lots, the width of the concerned lot(s) shall be increased to account for this route in addition to the usual lot sizes. All overland flow routes direction drainage along a side lot line shall be covered by an easement to the satisfaction of the City.

(h) See Section A, Planning, Items 32 and 43.

6. Site Grading

The developer will be responsible for the proper drainage of all lands within the plan and all lands abutting the plan. An overall lot and/or block grading plan must be prepared by the developer's Engineer in accordance with the City standards and form part of the Servicing Agreement. Adequate provision to drain all parts of the lots and block(s) must be detailed having due regard for the size, accessibility, location and cross-section of drainage works proposed for the installation of catch basins where necessary.

Minimum grade changes should occur in areas where trees are to be retained. See also Section A – Planning, Item 6.

7. Soil Conditions

The developer is required to retain a geotechnical consultant to prepare a detailed soils report at first servicing submission to be reviewed by the City. Prior to the registration or servicing of the plan, the approved procedures shall be incorporated into the Servicing Agreement.

8. Roads

(a) All internal roads shall be constructed by the developer and shall have asphalt pavement complete with concrete curbs and gutters designed and constructed in accordance with the latest City standards and requirements.

(b) The following is a summary of the various classifications of the roads associated with the plan:

Name	Classification	R.O.W. Width
Creditview Road	Major Collector	30 m (98.4 ft.)
Rathkeale Road	Collector	20 to 24 m (66 ft. to 78.7 ft.)
Street 'A'	Local Residential	17 m (56 ft.)
Street 'B'	Local Residential	17 m (56 ft.)
Street 'C'	Local Residential	17 m (56 ft.)
Street 'D'	Collector	22 to 24 m (72.2 to 78.7 ft.)
Street 'E'	Local Residential	20 m (66 ft.)
Street 'F'	Local Residential	20 m (66 ft.)
Street 'G'	Collector (west of Creditview Road)	22 m (72.2 ft.)
Street 'G'	Local Residential (east of Creditview Road)	20 m (66 ft.)
Street 'H'	Local Residential	20 m (66 ft.)
Street 'I'	Local Residential	20 m (66 ft.)

(c) Creditview Road, south of Eglinton Avenue West to the existing four lane section near the overpass at Highway 403 will be reconstructed to City standards to include a fifth lane. Costs may be shared with the developers of lands on the west side of Creditview Road if they are developed in the near future.

(d) In consultation with Ontario Hydro, the developer may be required to provide a vehicular maintenance access to the Parkway Belt West. Such an access can also be used for the construction and maintenance of future linear facilities, such as pipelines and cables, that may be located in the future Utility Corridor.

(e) A 24 m (78.7 ft.) right-of-way on realigned Rathkeale Road, east of Creditview Road, shall be maintained from Creditview Road to the south limit of Street 'C' on the adjacent plan of subdivision to the east under File T-86100, Kaneff Holdings Incorporated, and then tapering over a distance of 40 m (131.2 ft.) to 22 m (72.2 ft.) followed by a further taper to the south limit of Street 'D' to the base 20 m (66 ft.) right-of-way.

(f) A 24 m (78.7 ft.) right-of-way on Rathkeale Road, west of Creditview Road, shall be maintained from Creditview Road westward for a distance of 40 m (131.2 ft.) and then tapering over a distance of 40 m (131.2 ft.) to the base 22 m (72.2 ft.) right-of-way.

(g) A 24 m (78.7 ft.) right-of-way on Street 'D' shall be maintained from Creditview Road for a distance of 40 m (131.2 ft.) and then tapering over a distance of 40 m (131.2 ft.) to the base 22 m (72.2 ft.) right-of-way.

(h) Since an ultimate 30 m (98.4 ft.) right-of-way is required on Creditview Road, a 2 m (6.6 ft.) road widening shall be provided on Creditview Road.

(i) Rathkeale Road on the east side of Creditview Road shall align with Rathkeale Road on the west side of Creditview Road.

(j) Street 'G' on the east side of Creditview Road shall align with Street 'G' on the west side of Creditview Road.

(k) The connecting roads shall be located such that they align precisely with their continuation beyond the subject lands.

(l) Prior to registration of the plan, arrangements shall have been made to the satisfaction of the City for any relocation of utilities required by the development of the subject lands to be undertaken at the developer's expense.

(m) Prior to registration of the plan, arrangements shall be made to the satisfaction of the City for the provision of a construction access which shall remain open at the discretion of the Commissioner of Public Works.

(n) During engineering processing, the City Public Works Department will determine the location of the driveways for lots at the intersections of local and collector roads.

(o) The developer shall be responsible for maintaining City roadways in the vicinity of this development in a state satisfactory to the Commissioner of Public Works until the building activity is mostly completed. A security based on the number of lots will be required in the Servicing Agreement.

(p) Prior to registration of the plan, satisfactory arrangements shall have been made to ensure the clean-up of all materials tracked onto existing and proposed roads by vehicles used in conjunction with building operations on the subject lands (re mud tracking and dust control).

(q) Lots 40, 51 to 54 inclusive and 60 to 63 inclusive will be frozen until the road pattern can be completed.

(r) See Section A, Planning, Item 46.

9. Sidewalks

(a) Concrete sidewalks 1.5 m (5 ft.) wide shall be constructed in accordance with the latest City standards and requirements for the following:

- on both sides of Street 'D', and Street 'G' west of Creditview Road;
- on the west side of Rathkeale Road and on one side of Streets 'E', 'F', 'G' east of Creditview Road, 'H' and 'I'.

(b) No sidewalks are required on Streets 'A' to 'C" inclusive.

(c) Prior to registration of the plan, the developer shall make a cash contribution to the City for sidewalks on the Creditview Road frontages. This amount will be determined by the City during the servicing submissions.

19. Bus Stops

To accommodate a future transit route and bus stops on Eglinton Avenue West, bus stop passenger platforms to accommodate an articulated bus at appropriate locations shall be installed to the satisfaction of Mississauga Transit.

The Servicing Agreement shall contain adequate securities to guarantee bus stop passenger platform at the following locations:

Location	Platforms Required
Creditview Road at Rathkeale Road	2
Creditview Road at Street 'D'	1
Creditview Road at Street 'G'	2

10. Fire Break Lots

Every seventh lot in the draft plan shall be designated as a fire break lot. This provision shall be incorporated into Schedule 'C' of the Servicing Agreement as well as the Financial Agreement which is registered on title.

The City Planning and Building Department will process all applications for building permits and issue foundation only permits for the designated fire break lots. The issuance of the superstructure permits for these lots will only be released upon the approval of the Chief Building Official (in conjunction with the Fire Chief) at such time that, in the opinion of the Chief Building Official, the intent of this restriction has been satisfied and that no more then six (6) consecutive buildings will be under construction in a framed state.

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The following lots shall be designated as fire break lots:

Fire break lots: 10, 17, 24, 33, 47, 68, 75, 89, 104, 111, 118, 125, 132, 142, 159, 166, 180, 187, 194, 201, 214, 226, 236, 243, 250, 257, 264, 271, 278, 290, 299, 306, 313, 320, 337, 344

Any modification to the fire break lot shall be to the satisfaction of the City Fire Department.

11. Streetlighting

Streetlighting shall be provided in accordance with the latest City standards and requirements. In addition to streetlighting within the subject lands, these facilities on Creditview Road and Rathkeale Road are to be examined and, if necessary, updated.

12. Traffic Signals

The developer will be required to pay the costs as specified towards the traffic signal to be installed at the following locations with cost-sharing possibly being available when adjacent lands are developed:

(a) Creditview Road at realigned Rathkeale Road ($55,000.00 being 100% of the signal cost not including the underground portion of the plant to be installed by the developer).

(b) Creditview Road at Street 'D' ($55,000.00 being 100% of the signal cost not including the underground portion of the plant to be installed by the developer).

The developer will also be required to install all of the underground works prior to the base course asphalt installation at the intersection, prepare the necessary plans, and ensure that a power supply is readily available, to the satisfaction of the City.

13. Signs

All street and traffic signs required within this proposed plan of subdivision shall be supplied and erected by the applicant.

See also Section A, Planning, Items 28, 29, 34 and 40.

14. Landscaping

All portions of road allowances not covered by roads and sidewalks shall be fully sodded with No. 1 nursery sod and shall be considered as part of the construction costs.

Prior to any release of securities, the developer shall provide the City with securities ensuring that each of the lots will be sodded and topsoiled to City standards with gravel driveways being provided for each lot. A security in the amount of $200,000.00 (TWO HUNDRED THOUSAND DOLLARS) shall be maintained with the City until all lots have been topsoiled and sodded. A reduction to the $200,000.00 (TWO HUNDRED THOUSAND DOLLARS) security is only to be considered after 257 of the 348 lots have been completed.

Blocks 349 to 357 inclusive and all other lots and blocks for which there are no immediate development proposals shall be graded, seeded and maintained to the satisfaction of the Commissioner of Public Works.

15. Land Dedications

(a) Sufficient right-of-way for all roads within the plan in accordance with the widths specified under Section C - Engineering, Item 8 shall be dedicated as public highway on the proposed plan for registration.

The widenings required at intersections for vehicular channelization and at locations specified for bus bays are to be to the latest City standards and requirements.

(b) Prior to registration of the plan, the developer shall transfer gratuitously to the City, the affected lots and/or blocks upon which temporary culs-de-sac on Rathkeale Road, west of Creditview Road, and on Street 'H' will be constructed. The City will return these lots to the developer once the streets are continued. Sufficient securities shall be provided to the City to ensure that these lots and blocks are maintained in a manner satisfactory to the City until they are returned to the developer and that satisfactory arrangements are made with the City for removal of the temporary works, and construction of the ultimate road cross section.

(c) 7.5 m (25 ft.) sight triangles at the following intersection shall be dedicated as public highways:

- Creditview Road and realigned Rathkeale Road;
- Creditview Road and Street 'D';
- Rathkeale Road and Street 'D'.

(d) Block 359 to 363 inclusive shall be dedicated gratuitously to the City for road widening purposes. See also Item 8 above.

(e) Block 358 shall be transferred gratuitously to the City for conservation purposes.

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(f) Blocks 341 to 357 inclusive shall be held in escrow by the City. The City will return these blocks to the developer when they can be developed in conjunction with adjacent lands.

(g) See Section A, Planning, Item 17.

16. Easements

Any external easements required to service the property must be obtained by the applicant and conveyed gratuitously to the City or the Regional Municipality of Peel prior to any servicing submission being made to the City Public Works Department.

All easements within the plan which are required for proper servicing of the land, shall be transferred to the City or the Regional Municipality of Peel.

17. Utilities

The applicant, under separate arrangements or agreement with the various utility companies, is to determine the precise extent of their requirements.

Prior to the signing of the Servicing Agreement for residential development, the developer must submit in writing evidence to the Commissioner of Public Works that he has made arrangements with the Bell Telephone Company, the Cable T.V., and the Hydro for the installation of their cable in a common trench, in the prescribed location on the road allowance for the plan of subdivision, or that the utilities will be installing their own cable separately.

The requirements of Hydro Mississauga with respect to easements shall be met prior to the registration of the plan.

Initial temporary supply of 27.6/16kV could be made available subject to timing and prior use. An integrated master plan of the proposed distribution system for the East Credit Residential District shall be finalized by the various developer's electrical consultant and approved by Hydro Mississauga prior to detailed electrical servicing design being processed for this project. Numerous Hydro Mississauga easements will be required for main feeder egress from the Ontario Hydro Erindale Transformer Station. The exact location of these easements shall be determined at the time of system and servicing design. Main feeder cost sharing and master plan cost sharing will apply. Any temporary supply arrangements would be at developer's expense. Early consultation with Hydro Mississauga, regarding main feeder egress arrangements within the subject lands is essential.

The applicant should contact Hydro Mississauga to determine the precise extent of their requirements.

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Any utilities situated over or under the C.P. Rail right-of-way must be designed in accordance with C.P. Rail specifications and must be approved and covered by a standard C.P. Rail agreement or permit.

See also Section B – Financial, Item 1(c).

18. 0.3 m (1') Reserves

0.3 m (1') reserves as shown on the attached plan shall be transferred gratuitously to the appropriate authority.

19. Community Postal Boxes

Community Postal Delivery Box locations shall be shown on the servicing drawings in locations approved by Canada Post (as per City Council Resolution 395-86) and shall be installed to City requirements by the developer when required by Canada Post or when constructing above ground works whichever is appropriate.

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THE REQUIREMENTS OF THIS REPORT WILL BE EFFECTIVE FOR ONE YEAR SUBSEQUENT TO DRAFT APPROVAL BY THE REGION. AFTER THIS DATE A REVISED CONSOLIDATED REPORT WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING AND LEVY REQUIREMENTS MENTIONED IN THIS REPORT, THE STANDARDS AND LEVIES IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.

******

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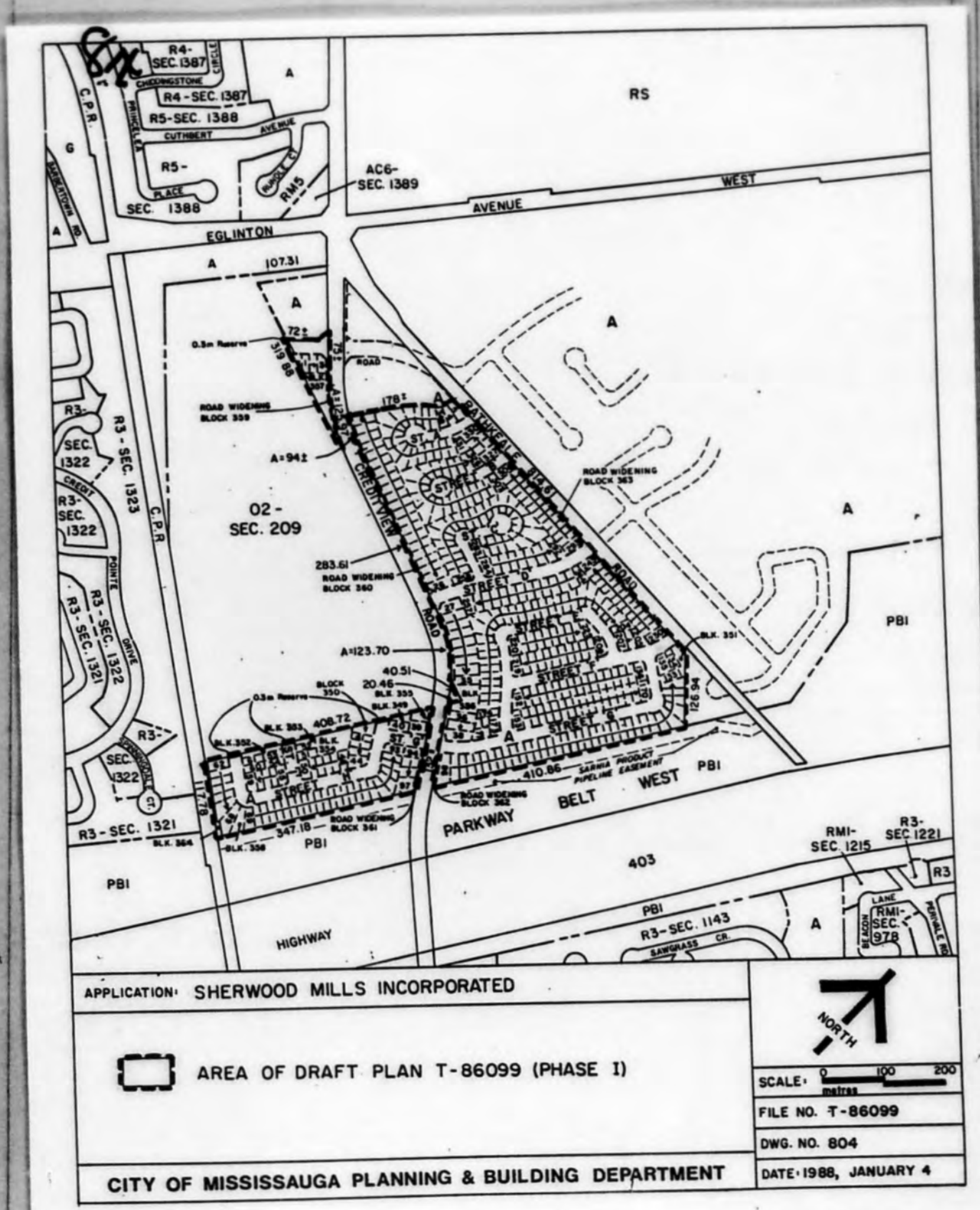

APPLICATION: SHERWOOD MILLS INCORPORATED

AREA OF DRAFT PLAN T-86099 (PHASE I)

SCALE: 0 100 200 metres

FILE NO. T-86099

DWG. NO. 804

DATE: 1988, JANUARY 4

CITY OF MISSISSAUGA PLANNING & BUILDING DEPARTMENT

8y

GOODMAN & GOODMAN BARRISTERS & SOLICITORS

20 QUEEN STREET WEST, SUITE 3000, BOX 30, TORONTO, CANADA M5H 3J5
TELEPHONE (416) 979-2211 / CABLE GOODMAN / TELEX 06-22621 / TELECOPIERS (416) 979-1234 979-2603

DAVID R. GOODMAN, Q.C. (1887-1978)

EDWIN A. GOODMAN, Q.C., LL.D. (1917-1981)
SIDNEY M. SILVER, Q.C.
LORD WARNER, Q.C.
JOAN K. JOHNSON
BRIAN J. ARNOLD
STEPHEN H. HALPERIN
ALAN M. SHANOFF
THOMAS M.J. MACDONALD
MARK A. SUROBIN
SHELDON D. POTTER
ERNEST W. BELZIL
SHOSHANA WEIZMAN
GARY R. KOCHBERG
CHRISTINE GAUTHIER
MARK SUSKIFOFF

NORMAN H. SCHIPPER, Q.C.
PHINEAS SCHWARTZ, Q.C.
DONALD L. PIERCE, Q.C.
GORDON J. KIRKE, Q.C.
B. LEA RYAN
PAUL A. SCHACHTER
RICHARD SHORKEY
JAY A. CARD SCANINI
DAVID B. ZITZERMAN
DAVID M. PURTS
WILLIAM C. LEAMOND
SUSAN J. ZIMMERMAN
W. BRIAN SCHOLFIELD
C. KEITH HAM
JO-ANN P. PATTERSON

HERBERT H. SOLWAY, Q.C.
GERALD ROSS, Q.C.
E. CARL CORNWALL, Q.C.
ARTHUR K.C. JACOBS
WILLIAM A. ADAMS
PATRICIA C. ROBINSON
RONALYN HOUSER
PEARL J. SCHUSHEIM
KENNETH W. CROSBIE
CARL SALZMAN
STEPHEN A. PIKE
DAVID BERG
GRAHAM D. SMITH
ANDREW J. HOFFMAN
GARY S. WALTERS

MALCOLM C. KUSNER, Q.C.
WILLIAM F. ROSENFELD, Q.C.
C. CLIFFORD CLAY, Q.C.
NEIL H. TUCKER
KATHRYN ROBINSON
GALE RUBENSTEIN
B. LEE MORROW
JOHN D. ALLEN
JONATHAN LAMEY
RANDOLPH WEIN
THEODORE SASKIN
RICHARD D. SOMJI
KATHLEEN TAYLOR
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KENNETH A. KARP, Q.C.
CHARLES J. SCHWARTZ, Q.C.
MICHAEL A. LEVINE
ALAN LEIBU
JOHN A. KELLY
HARRY P. KARLOWSKI
EARL E. ROTMAN
KENNETH J. SNIDER
DALE H. LASTMAN
STEPHEN K. BELLAY
CANDY S. SCHAFFEL
DANIEL J. GOSNELL
JEFFREY A. CITRON
WILLIAM A. MASLECHKO

December 23, 1987

DELIVERED

RECEIVED
DATE DEC 24 1987
FILE T-86099
T-86100
T-87021
CLERK

City of Mississauga
Clerk's Department
300 City Centre Drive
MISSISSAUGA, Ontario
L5B 3C1

Attention: Mr. T.L. Julien, Clerk

Dear Sirs:

Re: Planning and Development Committee Meeting
January 4, 1987
Files: T-86099 (Sherwood)
T-86100 (Kaneff)
T-87021 (Chiappino - Part I)

We are the solicitors for Daniels Financial Corporation ("Daniels"), the owner of approximately 100 acres of land located on the north side of Eglinton Avenue between the proposed Mavis Road Extension and the Second Line, in the City of Mississauga (the "Lands"). Daniels has applied for approval of a plan of subdivision for the Lands. That application is being processed under the Region's file T85024.

The Daniels' Lands are part of a larger area in which a number of other draft plans of subdivision are currently being processed. Prior to registration of the plans, the owners of lands within these draft plans of subdivision will be required to enter into a private cost-sharing agreement for the installation of storm sewers. Over the past several months, Daniels has conducted negotiations with the other landowners within this area, and

INTERNATIONALLY AS GOODMAN, PHILLIPS & VINEBERG

NEW YORK 350 PARK AVENUE, 10TH FLOOR, NEW YORK, N.Y. 10022 TEL: (212) 308-8866 TELECOPIER: (212) 308-0132

PARIS 10, AVENUE DE MESSINE, 75008 PARIS TEL: (33.1) 45 63 95 23 TELECOPIER: (33.1) 45 62 12 33

GENEVA 15, BOULEVARD DES PHILOSOPHES, CH-1205, GENEVA TEL: (41.22) 20 41 50 TELECOPIER: (41.22) 81 14 64

HONG KONG 28TH FLOOR ALEXANDRA HOUSE, 20 CHATER ROAD, HONG KONG TEL: (852) 22-10-61 TELECOPIER: (852) 290595

has attempted to arrive at an agreement which would provide for the equitable sharing of the cost of providing the storm sewers. A number of the other landowners have taken a position with respect to Daniels' share of the cost of the storm sewer which Daniels believes is unduly costly and unfair. Further, in spite of several meetings between Daniels and the other landowners it appears that the other landowners are not prepared to modify their position. Daniels is concerned that if subdivisions within the area get approved without a cost-sharing agreement which is agreeable to all parties in place, it will prejudice the development of its Lands, will impose an undue and unfair cost burden on Daniels and possibly subject the development of the Lands to costly delays.

With great reluctance Daniels has instructed us to object on its behalf to the approval of the above noted plans of subdivision until such time as the concerns with respect to the cost-sharing agreement have been resolved satisfactorily to all parties. If Council for the City of Mississauga proceeds to recommend the plans for draft plan approval, Daniels believes that it will have no alternative but to take the necessary steps to formally request that the plans of subdivision be referred to the Ontario Municipal Board.

Yours very truly

GOODMAN & GOODMAN
Per:

Julia Ryan

c.c. Mr. L.E. Burton, Clerk
Region of Peel

:w:jr:86.2487
.jb.pw.1.miss.dec.23

T-86099
Item 8

United Lands Corporation Limited

2275 Speakman Drive, Mississauga, Ontario L5K 1B1
Telephone: (416) 823-7570

December 24, 1987

CITY OF MISSISSAUGA
Mr.W.D. Waite
Director
Development West
Planning and Building Department
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

RE: Proposed Plan of Subdivision
Part of Lots 6 and 7, Range 5, N.D.S.
Sherwood Mills Incorporated

Dear Mr. Waite:

We refer to your letter dated December 22, 1987 re the above.

We wish to confirm our acceptance of the conditions of the consolidated report on the understanding that there may be matters that will arise during the detailed processing of the rezoning bylaw, engineering submissions and financial agreement submissions which we reserve the right to discuss with staff and council if necessary.

Yours very truly,

SHERWOOD MILLS INCORPORATED

J.W. Welton, Chairman

PLANNING & BUILDING DEPARTMENT
RECEIVED
DEC 2 4 1987

	ACTION	INFO	SEEN
COMMISSIONER			
BUILDING			
DESIGN & ENV.			
DEVELOPMENT W			
DEVELOPMENT E			
POLICY			
SUPPORT SERVICES			

United Lands Corporation Limited
2275 Speakman Drive, Mississauga, Ontario L5K 1B1
Telephone: (416) 823-7570

December 30, 1987

CITY OF MISSISSAUGA
Mr.W.D. Waite
Director
Development West
Planning and Building Department
300 City Centre Drive
Mississauga, Ontario
L5B 3CI

RE: Proposed Plan of Subdivision
Part of Lots 6 and 7, Range 5, N.D.S.
Sherwood Mills Incorporated

T-86099

Dear Mr. Waite:

Further to our letter of December 24 re the above, we hereby assent and agree to an amendment to the consolidated report and the resultant draft plan to amend paragraph 13,5,c from "prior to registration" to, " prior to preservicing and registration".

Yours very truly,

SHERWOOD MILLS INCORPORATED

J.W. Welton
Chairman

PLANNING & BUILDING DEPARTMENT
RECEIVED
DEC 31 1987

Re: Chemspino

Letter from Glen Schnoor is on its way
He was supposed to have it to me first thing
this morning.

Corporate Report

Received by Clerk's Dept. DEC 2 8 1987

9a

Clerk's Files

COM.PLNG./DEV. JAN 4 1988

Originator's Files

T-86100 (W)
Phase I

DATE: January 4, 1988

TO: Chairman and Members of the Community Planning and Development Committee

FROM: R. G. B. Edmunds, Commissioner of Planning and Building

SUBJECT: Conditions of Draft Approval
Subdivision Application
Proposed Residential Neighbourhood Development
South side of Eglinton Avenue West,
east of Rathkeale Road
Kaneff Holdings Incorporated

ORIGIN: Subdivision application received from the Regional Municipality of Peel submitted on December 11, 1986 by Team Three, agent for Kaneff Holdings Incorporated, registered owners of the lands.

BACKGROUND: Details of Application are as follows:

Site Area:	22.99 ha (56.81 ac)
Existing Zoning:	A
Proposed Zoning:	R4-Special Sections, H-R4-Special Section, RM5, O1 and G
No. of Lots:	225 Lots and 16 Blocks

COMMENTS: The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions.

A copy of the Consolidated Report sent to the applicant for acceptance is attached.

CONCLUSION: The proposed plan of subdivision should be approved subject to certain conditions.

RECOMMENDATION: That the plan of subdivision under File T-86100 (W) Phase I, Kaneff Holdings Incorporated (south side of Eglinton Avenue West, east of Rathkeale Road), be recommended for approval to the Regional Municipality of Peel subject to the following conditions:

(a) That the Financial Agreement between the City and the Developer be met by the Developer to the satisfaction of the City, prior to registration of the plan;

(b) That the Servicing Agreement between the City and the Developer be met by the Developer to the satisfaction of the City, prior to registration of the plan;

(c) To meet the requirement of Section 50(5)(a) of the Planning Act, it is recommended that Block 240 be accepted by the City to satisfy the parkland requirement of 1.10 ha (2.72 ac.) for the development of the subject lands (Phase I), with the over-dedication of 0.12 ha (0.30 ac.) of parkland be credited towards future development of adjacent land to the north owned by the applicant under File T-86100 (Phase II);

(d) That the conditions contained in the Consolidated Report dated December 22, 1987 be met by the developer to the satisfaction of the City and any other official agency concerned with the development of the lands, prior to registration of the plan.

R. G. B. Edmunds
Commissioner of Planning and Building

5003a/3/4
/0736a

9c

DATE: December 22, 1987 (revised)
FILE: T-86100 (W) (Phase 1)

CONSOLIDATED REPORT OF THE TECHNICAL REQUIREMENTS FOR THE DEVELOPMENT OF LANDS UNDER APPLICATION BY KANEFF HOLDINGS INCORPORATED

LOCATION: South side of Eglinton Avenue West, east of Rathkeale Road

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SECTION A - PLANNING

1. The plan to which this report refers is the plan dated December 3, 1986, revised December 14, 1987, and further revised in red as shown on the attached draft plan.

2. The zoning for the development of these lands shall come into force or have been approved by the Ontario Municipal Board prior to the registration of the plan.

3. The proposed streets shall be named to the satisfaction of the City of Mississauga and the Regional Municipality of Peel. In this regard, a list of proposed street names shall be submitted to the City Public Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions.

4. The Servicing Agreement is to include securities for the removal of any existing buildings within the plan that will not conform to the requirements of the Zoning By-law after registration of the plan.

5. Development of the subject lands shall be staged to the satisfaction of the City. Submissions will not be processed by the City Public Works Department, and preservicing of the subject lands will not be permitted until arrangements have been made to the satisfaction of the Commissioner of Public Works for the necessary outlets for the municipal services and the provisions of adequate access roads to service the subject lands. In addition, preservicing of the subject lands will not be permitted until the zoning for the development of these lands is in effect or has been approved by the Ontario Municipal Board. See also Section C - Engineering.

6. Prior to registration of the plan, arrangements shall have been made to the satisfaction of the City for the preservation of as many of the existing trees as possible. In this regard, a tree survey plan and a tree preservation plan for the affected lots shall be prepared in conjunction with engineering lot grading drawings.

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It is the developer's responsibility to ensure that no trees are removed or damaged prior to registration of the plan, or during any phase of the servicing and construction of the site, without prior approval from the City. See also Section C - Engineering, Item 6.

7. The attached draft plan shows Blocks 226 to 231 inclusive are to be developed for on-street townhouse purposes. These blocks shall be subdivided and shown on the final plan as lots.

8. Approvals of site development plans and landscaping plans by the City will be prerequisites to the issuance of building permits for Blocks 226 to 231 inclusive which are to be developed for on-street townhouse purposes.

9. Approvals of site development plans and landscaping plans by the City will be prerequisites to the issuance of building permits for Block 238 which is to be developed for a place of religious assembly and Block 239 which is to be developed for a junior public school in conjunction with adjacent lands under File T-87039, George Wimpey Canada Limited.

10. Prior to registration of the plan, streetscape plans for Eglinton Avenue West shall be submitted to and approved by the City Planning and Building Department, the City Recreation and Parks Department and the City Public Works Department in accordance with current City standards and specifications. These works shall be carried out by the developer at his cost.

    Payment in cash or securities in the Servicing Agreement are required to cover the cost of upgraded street tree planting on Rathkeale Road and Streets 'A' to 'D' inclusive and standard street tree planting on Streets 'E' to 'H' inclusive in accordance with current City standards. See also Section B, Financial, Item 1(h).

11. Prior to first servicing submission, a cross-section for Street 'H' shall be submitted to and approved by the City Recreation and Parks Department outlining the orientation of street facilities, including standard street tree planting.

12. Prior to registration of the plan, screen fencing plans for the side and/or rear property lines of lots abutting all existing and proposed streets shall be submitted to and approved by the City Public Works Department and the City Planning and Building Department.

    Prior to registration of the plan, screen fencing plans for the side and/or rear property lines of lots where abutting Blocks 226 to 228 inclusive and 231 shall be submitted to and approved by the City Public Works Department and the City Planning and Building Department.

    These works shall be co-ordinated with any required noise abatement measures and shall be carried out by the developer at his own cost.

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13. Landscape screening and/or fencing requirements for Blocks 226 to 231 inclusive, 238 and 239 shall be dealt with through the site plan and landscaping approval process. See also Items 8 and 9 above.

14. Prior to registration of the plan, landscape screening plans for Lots 125, 126, 160 and 161 where abutting walkway Block 241, shall be submitted to and approved by the City Public Works Department and the City Planning and Building Department. The developer shall carry out these works at his cost.

15. Block 240, having an area of 1.22 ha (3.01 ac.) will be accepted by the City to satisfy the parkland requirement of 1.10 ha (2.72 ac.) for the development of the subject lands (Phase I). The over dedication of 0.12 ha (0.30 ac.) of parkland will be credited towards development of adjacent lands to the north owned by the applicant under File T-86100 (Phase II).

    The recreation program proposed for the neighbourhood park (Block 240) will include one unlit senior soccer field, one unlit junior soccer field, one unlit softball diamond and one play equipment with a parking area.

16. Prior to first servicing submission, a master plan for the neighbourhood park block (Block 240) shall be submitted to and approved by the City Recreation and Parks Department and City Public Works Department. Prior to registration of the plan, detailed working drawings at a scale of 1:500 shall be submitted to and approved by the City Recreation and Parks Department and the City Public Works Department in accordance with the approved master plan. The developer is responsible for the development of these lands (e.g. grading, sodding, pathway installation, planting, lighting, water services, catch basins, etc.) at his own cost in accordance with the approved plans. All works on neighbourhood park Block 240 shall be co-ordinated with those proposed on adjacent lands under Files T-86017, Fuscom Partnership, T-86018, Lynn-Marsh Construction Limited and T-87039, George Wimpey Canada Limited.

17. Prior to registration of the plan, arrangements shall be made to the satisfaction of the City Solicitor to ensure that prospective purchasers of Lots 213 and 214 which abut park Block 240 are notified that the park will contain active unlit facilities including one unlit senior soccer field, one unlit junior soccer field, one unlit senior softball diamond and one play equipment with a parking area.

18. Block 241 which is required for walkway purposes shall be transferred gratuitously to the City.

19. A clause shall be included in the Servicing Agreement to the effect that:

    (a) the main wall of any structure or building shall not be located closer than 1.5 m (5.0 ft.) from any abutting designated walkway;

(b) the walkway over Block 241 need not be constructed prior to issuance of building permits for adjacent Lots 125, 126, 160 and 161;

(c) the developer shall clearly sign the location of the walkway to the satisfaction of the Commissioner of Public Works prior to the issuance of building permits for Lots 125, 126, 160 and 161;

(d) a restriction shall be placed on the title of Lots 125, 126, 160 and 161 to prohibit the transfer of these lots to private homeowners until the walkway has been constructed to the satisfaction of the Commissioner of Public Works, and the City Clerk has provided a release on title to said restriction once it has been complied with;

(e) the Financial Agreement for Lots 125, 126, 160 and 161 shall contain an advisement to the owners and future owners of these lots that they abut a walkway and of the above requirements in the Servicing Agreement.

20. (a) Prior to the second servicing submission, the owner shall engage the services of a consultant to undertake an acoustical report to recommend noise control features to meet the noise level objectives of the City and the Ministry of the Environment to the satisfaction of the City with respect to Eglinton Avenue West, Creditview Road and the proposed neighbourhood commercial centre.

(b) Prior to the final approval of the plan, the Servicing and Financial Agreements between the owner and the municipality shall specify the provisions required to implement the noise control features recommended by the acoustical report as approved by the City.

(c) In the event that a slight noise level excess exists on the site despite the inclusion of the noise control features, the Financial Agreement shall contain the following provisions in accordance with Council recommendation of February 13, 1978. The following provisions shall also be included on all offers of sale and purchase:

"Purchasers are advised that despite the inclusion of noise control features within this development area and within the building units, a slight noise level excess may exist and be of concern occasionally interfering with some activities of the dwelling occupants."

(d) Prior to final approval of the plan the Acoustical Consultant shall update the recommendations of the Acoustical Report to coincide with the M-Plan proposed for registration.

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(e) A clause shall be included in Schedule C of the Servicing Agreement to the effect that:

(i) prior to the issuance of building permits for all affected lots and blocks, the Acoustical Consultant shall certify that the builder's plans are in accordance with the updated detailed Acoustical Report approved by the City;

(ii) prior to the final inspection of the buildings on all affected lots and blocks, the Acoustical Consultant shall certify that the structures are in compliance with the above-mentioned acoustical report.

21. Upon review of the acoustical report, should it be determined that buffer blocks are required along the side of Lot 81 and along Blocks 229 to 231 inclusive and 238 where abutting Eglinton Avenue West to accommodate berm and acoustical fence, these buffer blocks shall be shown on the final plan as separate blocks and shall be transferred gratuitously to the City. See also Item 20 above.

22. The side-yard and/or front-yard setbacks of the dwellings on Lot 81, Blocks 229 to 231 inclusive where abutting Eglinton Avenue West shall be a minimum of 7.5 m (25 ft.).

23. Blocks 232 to 235 inclusive shall only be developed in conjunction with adjacent lands. In this regard, the City shall be satisfied prior to registration of the plan that the blocks, when combined with adjacent lands, will permit development in accordance with the Zoning By-law.

24. Blocks 232 to 235 inclusive shall be held in escrow by the City until they can be developed in conjunction with adjacent lands, at which time these blocks will be returned to the developer.

25. Prior to registration of the plan, a detailed servicing submission shall be prepared to the satisfaction of the City and the Credit Valley Conservation Authority, which will outline:

(a) the means whereby stormwater will be conducted from the site to a receiving body;

(b) the means whereby erosion, siltation and their effects will be contained and minimized on the site both during and after the construction period.

In this regard, the appropriate permits will be required from the Credit Valley Conservation Authority pursuant to Ontario Regulation 162/80 (the Fill, Construction and Alteration to Waterways Regulations) prior to the alteration to any watercourses which traverse the subject lands.

26. The Servicing Agreement between the owner and the City shall contain provisions with respect to the following, with wording acceptable to the City and the Credit Valley Conservation Authority, wherein the owner agrees to carry out or cause to carry out the works noted in Item 25 above.

27. Prior to registration of the plan, arrangements shall be made for the location and signage of the Pedestrian/Bicycle Path System, as shown on Schedule 4 of the East Credit Secondary Plan, to the satisfaction of the City Recreation and Parks Department and the City Public Works Department.

28. Prior to registration of the plan, the City and the Peel Board of Education shall determine whether temporary and/or permanent sidewalks and/or walkways are required to provide pedestrian linkages to the school facilities. In this regard, the appropriate clauses shall be included in the Servicing Agreement.

29. Prior to registration of the plan, arrangements shall have been made to the satisfaction of the Peel Board of Education to ensure that Block 239 conforms to the Board's latest site policy and requirements.

30. Prior to first servicing submission, a master plan for the junior public school block (Block 239) and the neighbourhood park block (Block 240) indicating the required facilities shall be submitted to and approved by the Peel Board of Education. This shall be co-ordinated with those on adjacent plan of subdivision under File T-87039, George Wimpey Canada Limited. Prior to registration of the plan, arrangements shall be made to the satisfaction of the Peel Board of Education to clear, grub and grade school Block 239. See also Item 16 above and Section C - Engineering, Item 16.

31. Prior to registration of the plan, the City requires that satisfactory arrangements shall have been made with the Peel Board of Education for the acquisition, or reservation for future acquisition, of Block 239 designated in the plan for school purposes. The implementation of this prerequisite to approval will consider the pertinent policies of the East Credit Secondary Plan and the expressed desire of the Peel Board of Education to acquire school sites at financial costs reflected in the "Acquisition of School Sites Agreement" approved by the Board on June 25, 1985, and supported by the City on July 8, 1985.

32. The Financial Agreement, and all offers of sale and purchase shall contain the following provision:

> "Whereas, despite the best efforts of the Dufferin-Peel Roman Catholic Separate School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated at temporary facilities and/or bussed to a school outside of the area, and further, that students may later be transferred to the neighbourhood school."

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33. Prior to registration of the plan, the developer will be required to erect information signs at all major entrances into the subdivision advising prospective purchasers that until a separate school is constructed within this community, alternative accommodation will be provided. The developer is required to contact the Planning Department of the Dufferin-Peel Roman Catholic Separate School Board for sign specifications.

34. The Servicing Agreement shall contain a clause satisfactory to the Peel Board of Education, that the developer will erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bussed to schools, according to the Board's Transportation Policy. The signs shall be to the School Board's specifications and at locations determined by the Board.

35. The Financial Agreement and all offers of sale and purchase within a period of five years from the registration of the plan shall contain the following provision:

> "Whereas, despite the efforts of the Peel Board of Education, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the Planning and Resources Department of the Peel Board of Education to determine the exact schools."

36. In accordance with the Implementation section of the East Credit Secondary Plan, the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board require the developer to agree to participate in a cost sharing arrangement with other land owners to ensure that school sites are available at the appropriate time and price.

37. Prior to registration of the plan, the developer shall enter into an agreement to erect signs on the site designated for school purposes including that there is no commitment for construction of the school and referring enquiries to the Peel Board of Education. Both form and wording of the signs shall be to the satisfaction of the Peel Board of Education.

38. Prior to registration of the plan, satisfactory arrangements shall be made for the installation and maintenance of a sign 1.2 m X 2.4 m (4 ft. X 8 ft.), indicating the future use of Block 240 as a neighbourhood park. The sign shall be installed on Block 240 and shall state the name of the City of Mississauga Recreation and Parks Department, the intended recreation program, the telephone number where additional information is available, and the date the sign is installed.

39. Prior to City Council execution of the Servicing Agreement, the developer shall erect signs on Block 238 (places of religious assembly), Blocks 226 to 231 inclusive (on-street townhouses) and Blocks 232 to 235 inclusive (residential reserves) indicating the future use of the blocks and the name and telephone number of the City of Mississauga Department where additional information is available. The Servicing Agreement shall contain a provision requiring the developer to maintain the signs.

40. A warning clause shall be included in the offers of purchase and sale as well as registered on the title of all affected lots and blocks advising prospective purchasers of the temporary culs-de-sac on the easterly ends of Streets 'B' and 'C' and the southerly end of Street 'D' until the road pattern can be completed via the development of adjacent lands.

41. A warning clause shall be included in the offers of purchase and sale as well as registered on the title of all affected lots and blocks advising prospective purchasers of the future widening and reconstruction of Eglinton Avenue West and Creditview Road.

42. A warning clause shall be included in the offers of purchase and sale as well as registered on title of all lots and blocks advising prospective purchasers of the Ontario Hydro Erindale Transformer Station, the visual and other impact it may have, and of future facility expansion.

43. A warning clause shall be included in the offers of purchase and sale as well as registered on title of all affected lots and blocks advising prospective purchasers of the proposed junior public school site (Block 239), proposed place of religious assembly (Block 238), proposed on-street townhouses (Blocks 226 to 231 inclusive), and the proposed neighbourhood commercial centre and apartments.

44. Prior to registration of the plan, arrangements shall have been made among the developers of the subject lands and of adjacent plans of subdivision under File T-86059, Kupec Properties, T-86099, Sherwood Mills Incorporated, T-87021 (Part 1), Chiappino and Associates Developments Limited, T-87021 (Part 2), Lackovic Construction Incorporated and T-87039, George Wimpey Canada Limited, with respect to a neighbourhood identification program. This program will be implemented with the installation of appropriate signs at all entrances into the community from Creditview Road and Eglinton Avenue West. The program and signs shall be submitted to and approved by the City Planning and Building Department.

45. Block 236 and 237 shall be dedicated gratuitously to the City for road widening purposes.

46. A Letter of Credit in the amount of $10,000.00 (TEN THOUSAND DOLLARS) shall be held by the Region of Peel until final acceptance of the watermain systems is issued by the Region of Peel, to serve as protection for the private wells in the area. If the private well systems in the area deteriorate due to the servicing of the plan of subdivision, the developer will provide temporary water supply to the affected residents upon notice by the Region of Peel. If the quantity and quality of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the developer will deepen the wells or provide a permanent water service connection from the watermain to the well systems.

47. Prior to first servicing submission, the developer shall submit plans depicting the on-site and on-street parking requirements for those streets with on-street townhouses. The right-of-way requirements for these streets will be determined based on examination of these plans.

48. The horizontal and vertical alignments of all roads, including their relative intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, minor revisions to the road pattern including intersection alignments may be required.

SECTION B - FINANCIAL

1. Payments to be made to the City, Hydro Mississauga and the Region of Peel

(a) Financial contributions to the City at current levy rates, (as adjusted with the Southam Index), in accordance with Recommendation No. 1677-85, adopted by City Council on November 4, 1985 (payments are described in detail in the Financial Agreement):

i) for all types of development, a development levy of $24,900.62 per gross hectare for major road improvements and $7,761.60 per gross hectare for major watercourse improvements;

ii) for lands other than residential, a development levy of $1,509.91 gross hectare for fire service improvements;

iii) for residential lands, a development levy of $714.90 per capita for Transit, Library, Fire, General Government and Recreation and Parks, payable per dwelling unit.

(b) Financial contributions in accordance with current Regional development levies.

(c) Financial contributions are required in connection with the supply of hydro facilities. These contributions vary with different types of development and the hydro service to be provided, and will be determined by negotiation between the developer and Hydro Mississauga, prior to registration of the subdivision plan.

In this regard, it is noted that the policy of Hydro Mississauga, relative to the provision of residential services is that all electrical circuits, including streetlighting, be placed under-ground at the expense of the developer, subject to an agreement between the developer, the City and Hydro Mississauga.

The City will be collecting an Impost Levy on behalf of Hydro Mississauga in accordance with Council recommendation of July 15, 1981.

(d) To meet the requirement of Section 50 (5)(a) of the Planning Act, it is recommended that Block 240 be accepted by the City to satisfy the parkland requirement of 1.10 ha (2.72 ac) for the development of the subject lands (Phase I), with the overdedication of 0.12 ha (0.30 ac) of parkland to be credited towards future development of adjacent lands to the north owned by the applicant under File T-86100 (Phase II).

(e) (i) A fee for engineering and inspection services, provided by the City Public Works Department to be in accordance with City policy and to be determined as a percentage of the total estimated value of services to be assumed by the City.

(ii) A fee for engineering services provided by the Regional Municipality of Peel Department of Public Works for services to be assumed by the Regional Municipality. The applicant should contact the Regional Municipality of Peel Department of Public Works to determine the amount and payment procedure with respect to this fee.

(f) A fee for planning services provided by the City Planning and Building Department to be determined in accordance with the latest planning processing fee schedule immediately prior to the City Planning and Building Department's release of the plan for registration.

(g) Payment of current property taxes and all outstanding assessments which have been levied against the property.

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(h) Payment in cash or securities in the Servicing Agreement are required to cover the cost of planting upgraded street trees on Rathkeale Road, and Streets 'A' to 'D' inclusive and standard street trees on Streets 'E' to 'H' inclusive in accordance with current City standards and specifications. See also Section A - Planning, Item 10.

2. Insurance

The owner, while under agreement to provide services within this plan, must provide a comprehensive insurance policy naming the City and the Region of Peel as co-insured, for liability and property damage in the amount of $2,000,000.00. This policy must cover blasting operations and be paid up for a minimum of three years or as otherwise approved.

3. Financial Guarantee

In order to guarantee the financial stability of the owner to provide the requisite services, satisfactory securities to the City equal to the estimated cost of services, must be furnished prior to the execution of the Servicing Agreement.

SECTION C - ENGINEERING

1. Maintenance Guarantee

(a) The developer shall maintain all underground services and works for a period of one year from the date of acceptance of those services by the Region and/or the City. Prior to the completion of the maintenance period, the developer shall correct any deficiencies reported by the Region and/or the City.

(b) The developer shall maintain all roads up to base course asphalt, including curb base, for a period of three years from the date of acceptance of those services by the City. All other above ground works shall be maintained by the developer for a period of one year after acceptance.

2. Standards

All underground and above-ground services shall be designed and constructed in accordance with the current specifications, standard drawings and design criteria of the City of Mississauga.

3. Water

Prior to servicing or registration of the plan, confirmation is required that the plan has been considered by the Regional Municipality of Peel Department of Public Works and approved subject to the usual agreement.

Watermains and appurtenances shall be constructed on all streets within this proposed plan of subdivision. A separate water service connection shall be provided to the street line for each lot or building block.

The applicant should contact the Regional Municipality of Peel Department of Public Works to determine the precise extent of their requirements.

Water facilities are available on Creditview Road and on Eglinton Avenue West at Mavis Road. Extension of a 600 mm (24 in.) diameter watermain is required on Eglinton Avenue West from Mavis Road to Creditview Road. Adequate water supply would be available in the Rathkeale Road 400 mm (16 in.) diameter watermain if the 600 mm (24 in.) diameter Rathburn Road West watermain from Confederation Parkway to Hurontario Street is completed.

Prior to servicing or registration of the plan, the Region of Peel shall confirm to the City that the subject lands will be provided with adequate water servicing.

See also Section A – Planning, Item 46.

4. Sanitary Sewers

Sanitary sewers with connections to each lot and building block are required in accordance with the current Regional Municipality of Peel Department of Public Works standards and requirements.

Where required by the Commissioner of Public Works, sanitary sewers shall be designed in such a manner and be of adequate size and depth to service adjacent lands.

Sanitary sewer facilities are available in a 600 mm (24 in.) diameter sewer on lands in Registered Plans M-654 to 657 inclusive, west of the Canadian Pacific Railway. External easements and construction will be required.

Prior to servicing or registration of the plan, the Region of Peel shall confirm to the City that the subject lands will be provided with adequate sanitary servicing.

5. Storm Sewers

(a) Storm sewer works including connections to each lot and building block shall be constructed in accordance with the current City subdivision requirements.

All storm sewers shall be designed in such a manner and be of adequate size and depth to provide for the drainage of the weeping tiles, for the development of all lands lying upstream within the watershed and/or provide for the drainage of such areas as may be designated by the Commissioner of Public Works.

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All storm drainage shall be conducted to an outlet considered adequate in the opinion of the Commissioner of Public Works.

(b) The storm sewer outlet for the subject lands is the existing sewer constructed on lands in Registered Plans M-654 to 657 inclusive, west of the Canadian Pacific Railway. Satisfactory arrangements to have all outlet works secured, and/or constructed are required prior to preservicing.

(c) Prior to preservicing and registration of the first plans of subdivision for T-85024, The Peter Nelson Daniels Trust, T-86017, Fuscom Partnership, T-86018, Lynn-Marsh Construction Limited, T-86020, Irber Holdings Limited, T-86047, Marvin Goodman, T-86059, Kupec Properties, T-86083, Sherwood Mills Incorporated, T-86099, Sherwood Mills Incorporated, T-86100, Kaneff Holdings Incorporated, T-87021 (Part 1), Chiappino and Associates, T-87021 (Part 2), Lackovic Construction Incorporated, and T-87039, George Wimpey Canada Limited, a letter of credit must be deposited with the City sufficient to cover the entire estimated cost of the storm trunk sewers between the existing outlet on McConnell Road west of the CPR tracks and the north side of Eglinton Avenue West at the following locations (symbolic only):

- Creditview Road;
- proposed Street 'B' on the subject plan of subdivision;
- Second Line West.

(d) Prior to servicing or registration of any individual plan noted in (c) above, the storm trunk(s) must be constructed to the boundary of that plan.

(e) In consideration of the trunk storm sewer construction being totally secured by the developers of the draft plans of subdivision noted in (c) above, the Major Watercourse Levy will be waived for the draft plans for T-85024, The Peter Nelson Daniels Trust, T-86017, Fuscom Partnership, T-86018, Lynn-Marsh Construction Limited, T-86020, Irber Holdings Limited, T-86047, Marvin Goodman, T-86059, Kupec Properties, T-86083, Sherwood Mills Incorporated, T-86099, Sherwood Mills Incorporated, T-86100, Kaneff Holdings Incorporated, T-87021 (Part 1), Chiappino and Associates, T-87021 (Part 2), Lackovic Construction Incorporated, and T-87039, George Wimpey Canada Limited, and that this condition be reflected in the applicable Financial Agreements for the said plans.

(f) All the developers of the plans of subdivision noted in (c) above are required to sign an agreement showing the trunk sewer schematic layouts, the construction timetable, and the cost sharing, all of which will form part of a private legal agreement and must be executed prior to the first plan of subdivision being registered.

9p

(g) During servicing submissions, the developer's consultant shall include a drawing outlining the proposed overland flow route on these lands. The internal route is to coincide with roadways and walkways as much as possible. Should this route direct drainage along a side lot line of the affected lots, the width of the concerned lot(s) shall be increased to account for this route in addition to the usual lot sizes. All overland flow routes direction drainage along a side lot line shall be covered by an easement to the satisfaction of the City.

6. Site Grading

The developer will be responsible for the proper drainage of all lands within the plan and all lands abutting the plan. An overall lot and/or block grading plan must be prepared by the developer's Engineer in accordance with the City standards and form part of the Servicing Agreement. Adequate provision to drain all parts of the lots and block(s) must be detailed having due regard for the size, accessibility, location and cross-section of drainage works proposed for the installation of catch basins where necessary.

Minimum grade changes should occur in areas where trees are to be retained. See also Section A - Planning, Item 6.

7. Soil Conditions

The developer is required to retain a geotechnical consultant to prepare a detailed soils report at first servicing submission to be reviewed by the City. Prior to the registration or servicing of the plan, the approved procedures shall be incorporated into the Servicing Agreement.

8. Roads

(a) All internal roads shall be constructed by the developer and shall have asphalt pavement complete with concrete curbs and gutters designed and constructed in accordance with the latest City standards and requirements.

(b) The following is a summary of the various classifications of the roads associated with the plan:

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Name	Classification	R.O.W. Width
Eglinton Avenue West	Arterial	45 m (147.6 ft.)
Rathkeale Road	Collector	22 m to 24 m (72.2 ft. to 78.7 ft.)
Street 'A'	Collector	22 m to 24 m (72.2 ft. to 78.7 ft.)
Street 'B'	Collector	22 m to 24 m (72.2 ft. to 78.7 ft.)
Street 'C'	Collector	22 m (72.2 ft.)
Street 'D'	Collector	22 m (72.2 ft.)
Street 'E'	Local Residential	17 (56 ft.)
Street 'F'	Local Residential	20 m (66 ft.)
Street 'G'	Local Residential	17 m (56 ft.)
Street 'H'	Local Residential	10 m (32.8 ft.)

(c) The subject plan of subdivision should not proceed until assurance is received that the Eglinton Avenue West reconstruction schedule for 1988 can proceed and satisfactory arrangements for the outlet sewer for this development phase has been finalized with the City Public Works Department and any other agencies involved.

(d) A 24 m (78.7 ft.) right-of-way on Street 'A' shall be maintained from Eglinton Avenue West to the south limit of Street 'C' and then tapering over a distance of 40 m (131.2 ft.) to the base 22 m (72.2 ft.).

(e) A 24 m (78.7 ft.) right-of-way on Street 'B' shall be maintained from Eglinton Avenue West to the south limit of Street 'C' and then tapering over a distance of 40 m (131.2 ft.) to the base 22 m (72.2 ft) right-of-way.

(f) A 24 m (78.7 ft.) right-of-way on Rathkeale Road is required from the north limit of the plan to the south limit of Street 'C' and then tapering over a distance of 40 m (131.2 ft.) to the base 22 m (72.2 ft.) right-of-way.

(g) Final acceptance of the on-street townhouse units with access to Street 'H', a 10 m (32.8 ft.) right-of-way, will be subject to Public Utility Coordinating Committee (P.U.C.C.) approval, and servicing requirements in the 10 m (32.8 ft.) road cross section will be finalized at first servicing submission.

(h) A minimum 150 m (492.1 ft.) centreline radius shall be provided on Streets 'B' and 'C'.

(i) A permanent secondary access shall be provided by the developer from Street 'C' to Creditview Road on the realigned Rathkeale Road.

(j) Access to the place of religious assembly (Block 238) and the junior public school (Block 239) will be finalized at time of site plan approval.

(k) Access to various lots and blocks within the plan shall be from the internal roads with no access permitted onto Eglinton Avenue West.

(l) The connecting roads shall be located such that they align precisely with their continuation beyond the subject lands.

(m) Prior to registration of the plan, arrangements shall have been made to the satisfaction of the City for any relocation of utilities required by the development of the subject lands to be undertaken at the developer's expense.

(n) Prior to registration of the plan, arrangements shall be made to the satisfaction of the City for the provision of a construction access which shall remain open at the discretion of the Commissioner of Public Works.

(o) During engineering processing, the City Public Works Department will determine the location of the driveways for lots at the intersections of local and collector roads.

(p) The developer shall be responsible for maintaining City roadways in the vicinity of this development in a state satisfactory to the Commissioner of Public Works until the building activity is mostly completed. A security based on the number of lots will be required in the Servicing Agreement.

(q) Prior to registration of the plan, satisfactory arrangements shall have been made to ensure the clean-up of all materials tracked onto existing and proposed roads by vehicles used in conjunction with building operations on the subject lands (re mud tracking and dust control).

(r) Streets 'A' and 'B' at Eglinton Avenue West shall align with proposed Streets 'K' and 'G' respectively on the north side of Eglinton Avenue West under File T-86083, Sherwood Mills Incorporated.

(s) Lots 52 to 55 inclusive, 81 to 86 inclusive and 94 to 114 inclusive will be frozen until the road patterns can be completed.

(t) Satisfactory arrangements shall be made between the developers of subject lands and of the adjacent lands to the east under File T-86017, Fuscom Partnership, to complete Streets 'B' and 'C' in T-86100 (Phase 1) and Streets 'B' and 'C' in T-86017. These arrangements shall be finalized during detailed servicing submissions for both plans.

9s

(u) The proposed cul-de-sac bulb of Street 'G' shall be designed and constructed in accordance with the latest City standards and requirements

(v) See also Section A –Planning, Item 48.

9. Sidewalks

(a) Concrete sidewalks 1.5 m (5 ft.) wide shall be constructed in accordance with the latest City standards and requirements for the following:

- on both sides of Streets 'A' to 'D' inclusive;
- on the east side of Rathkeale Road and one side of Streets 'E' and 'F'.

(b) Sidewalks are not required on Streets 'G' and 'H'.

(c) Prior to registration of the plan, the developer shall make a cash contribution to the City for a sidewalk on Eglinton Avenue West along the site's frontage. This amount will be determined by the City during servicing submissions.

10. Walkways

A standard 3 m (10 ft.) wide concrete walkway with fencing, lighting and vehicular barrier at entrances from roadways is required. See also Section A – Planning, Items 18 and 19.

11. Bus Stops

To accommodate a transit route and bus stops on Eglinton Avenue West, bus stop passenger platforms to accommodate an articulated bus at appropriate locations shall be installed to the satisfaction of Mississauga Transit.

Street 'B' may also be used for a future transit route with bus stop passenger platforms required at appropriate locations.

The Servicing Agreement shall contain adequate securities to guarantee bus stop passenger platforms at the following locations:

Location	Platforms Required
Eglinton Avenue West at Street 'A'	1
Eglinton Avenue West at Street 'B'	1
Street 'B' at Street 'A'	1
Street 'B' at Street 'C'	2
Street 'B' at Street 'D'	2

12. Fire Break Lots

Every seventh lot in the draft plan shall be designated as a fire break lot. This provision shall be incorporated into Schedule 'C' of the Servicing Agreement as well as the Financial Agreement which is registered on title.

The City Planning and Building Department will process all applications for building permits and issue foundation only permits for the designated fire break lots. The issuance of the superstructure permits for these lots will only be released upon the approval of the Chief Building Official (in conjunction with the Fire Chief) at such time that, in the opinion of the Chief Building Official, the intent of this restriction has been satisfied and that no more then six (6) consecutive buildings will be under construction in a framed state.

The following lots shall be designated as fire break lots:

Fire break lots: 20, 27, 34, 47, 74, 93, 100, 107, 114, 121, 128, 135, 142, 151, 158, 165, 172, 179, 186, 193, 206, 219

Any modification to the fire break lot shall be to the satisfaction of the City Fire Department.

13. Streetlighting

Streetlighting shall be provided in accordance with the latest City standards and requirements. In addition to streetlighting within the subject lands, these facilities on Eglinton Avenue West at the intersection with Streets 'A' and 'B' are to be examined, and if necessary, updated.

14. Traffic Signals

The developer will be required to pay the costs as specified towards the traffic signal to be installed at the following locations:

(a) Street 'A' at Eglinton Avenue West ($18,334.00 being 33 1/3% of the signal cost not including the underground portion of the plant to be installed by the developer).

(b) Street 'B' at Eglinton Avenue West ($27,500.00 being 50% of the signal cost not including the underground portion of the plant to be installed by the developer).

The developer will also be required to install all of the underground works prior to the base course asphalt installation at each of these intersection, prepare the necessary plans to the satisfaction of the City, and ensure that a power supply is readily available, to the satisfaction of the City.

15. Signs

All street and traffic signs required within this proposed plan of subdivision shall be supplied and erected by the applicant.

See also Section A- Planning, Items 19, 33, 34, 37, 38 and 39.

16. Landscaping

All portions of road allowances not covered by roads and sidewalks shall be fully sodded with No. 1 nursery sod and shall be considered as part of the construction costs.

Prior to any release of securities, the developer shall provide the City with securities ensuring that each of the 225 lots will be sodded and topsoiled to City standards with gravel driveways being provided for each lot. A security in the amount of $200,000.00 (TWO HUNDRED THOUSAND DOLLARS) shall be maintained with the City until all lots have been topsoiled and sodded. A reduction to the $200,000.00 (TWO HUNDRED THOUSAND DOLLARS) security is only to be considered after 134 of the 225 lots have been completed.

Blocks 232 to 235 inclusive and all other lots and blocks for which there are no immediate development proposals shall be graded, seeded and maintained to the satisfaction of the Commissioner of Public Works.

Future parkland - Block 240 shall be graded, levelled with top soil and sodded. Specifications for this work are to be prepared by the City Public Works Department and the City Recreation and Parks Department and included in the Servicing Agreement.

School Block 239 shall be rough graded to elevations satisfactory to the Peel Board of Education. See also Section A - Planning, Item 30.

17. Land Dedications

(a) Sufficient right-of-way for all roads within the plan in accordance with the widths specified under Section C - Engineering, Item 8 shall be dedicated as public highway on the proposed plan for registration.

The widenings required at intersections for vehicular channelization and at locations specified for bus bays are to be to the latest City standards and requirements.

(b) 15 m (50 ft.) sight triangles at the following intersections shall be dedicated as public highways:

- Eglinton Avenue West and Street 'A';
- Elginton Avenue West and Street 'B'.

(c) 7.5 m (25 ft.) sight triangles at the following intersections shall be dedicated as public highways:

- Rathkeale Road at Street 'C';
- Street 'A' at Street 'B';
- Street 'B' at Street 'C';
- Street 'B' at Street 'D';
- Street 'C' at Street 'A'.

(d) Block 237 shall be dedicated gratuitously to the City for road widening purposes. The widening shall reflect the 22.5 m (74 ft.) measured from the existing centre line of Eglinton Avenue West to the site's northerly boundary.

(e) Block 236 shall be dedicated gratuitously to the City for road widening purposes. A 2 m (6.6 ft.) road widening is required from the north limit of the plan to the south limit of Street 'C', then tapering over a distance of 40 m (131.2 ft.) to the base 22 m (72.2 ft.) right-of-way.

(f) Prior to registration of the plan, the developer shall transfer gratuitously to the City, the affected lots and/or blocks upon which temporary culs-de-sac of Street 'B' (east end), Street 'C' (east end) and Street 'D' (south end) will be constructed. The City will return these lots to the developer once the streets are continued. Sufficient securities shall be provided to the City to ensure that these lots and blocks are maintained in a manner satisfactory to the City until they are returned to the developer and that satisfactory arrangements are made with the City for removal of the temporary works, and construction of the ultimate road cross section.

(g) Lots 52 to 55 inclusive, 81 to 86 inclusive and 94 to 114 inclusive shall be held in escrow by the City. The City will return these lots to the developer when the road patterns can be completed.

(h) Blocks 232 to 235 inclusive shall be held in escrow by the City. The City will return these blocks to the developer when they can be developed in conjunction with adjacent lands.

(i) Block 241 shall be transferred gratuitously to the City for walkway purposes.

18. Easements

Any external easements required to service the property must be obtained by the applicant and conveyed gratuitously to the City or the Regional Municipality of Peel prior to any servicing submission being made to the City Public Works Department.

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All easements within the plan which are required for proper servicing of the land, shall be transferred to the City or the Regional Municipality of Peel.

19. Utilities

The applicant, under separate arrangements or agreement with the various utility companies, is to determine the precise extent of their requirements.

Prior to the signing of the Servicing Agreement for residential development, the developer must submit in writing evidence to the Commissioner of Public Works that he has made arrangements with the Bell Telephone Company, the Cable T.V., and the Hydro for the installation of their cable in a common trench, in the prescribed location on the road allowance for the plan of subdivision, or that the utilities will be installing their own cable separately.

The requirements of Hydro Mississauga with respect to easements shall be met prior to the registration of the plan.

Initial temporary supply of 27.6/16kV could be made available subject to timing and prior use. An integrated master plan of the proposed distribution system for the East Credit Residential District shall be finalized by the various developer's electrical consultant and approved by Hydro Mississauga prior to detailed electrical servicing design being processed for this project. Numerous Hydro Mississauga easements will be required for main feeder egress from the Ontario Hydro Erindale Transformer Station. The exact location of these easements shall be determined at the time of system and servicing design. Main feeder cost sharing and master plan cost sharing will apply. Any temporary supply arrangements would be at developer's expense. Early consultation with Hydro Mississauga, regarding main feeder egress arrangements within the subject lands is essential.

The applicant should contact Hydro Mississauga to determine the precise extent of their requirements.

See also Section B – Financial, Item 1(c).

20. 0.3 m (1') Reserves

0.3 m (1') reserves as shown on the attached plan shall be transferred gratuitously to the appropriate authority.

21. Community Postal Boxes

Community Postal Delivery Box locations shall be shown on the servicing drawings in locations approved by Canada Post (as per City Council Resolution 395-86) and shall be installed to City requirements by the developer when required by Canada Post or when constructing above ground works whichever is appropriate.

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THE REQUIREMENTS OF THIS REPORT WILL BE EFFECTIVE FOR ONE YEAR SUBSEQUENT TO DRAFT APPROVAL BY THE REGION. AFTER THIS DATE A REVISED CONSOLIDATED REPORT WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING AND LEVY REQUIREMENTS MENTIONED IN THIS REPORT, THE STANDARDS AND LEVIES IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.

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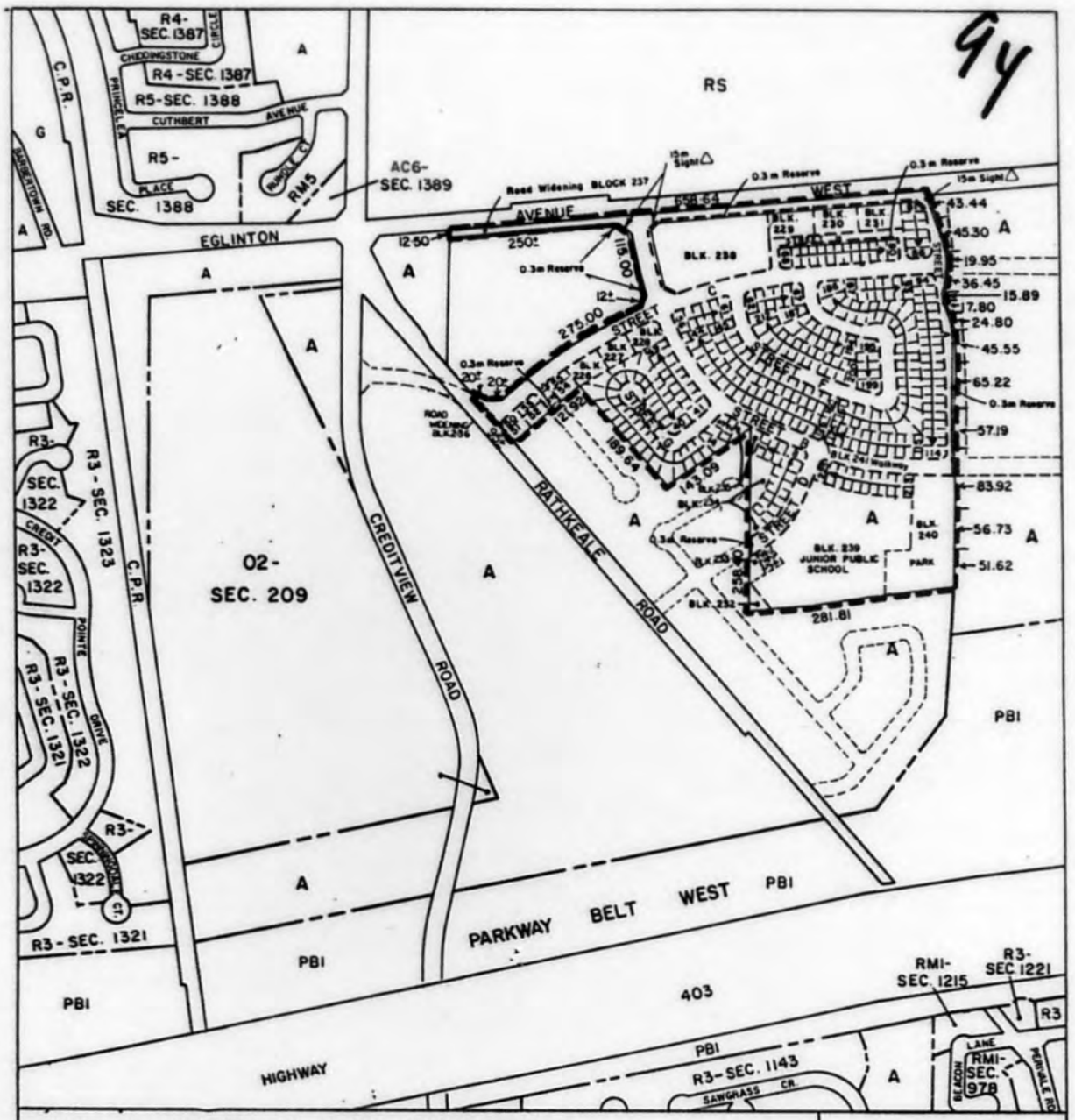

APPLICATION: KANEFF HOLDINGS INCORPORATED

AREA OF DRAFT PLAN T-86100 (PHASE I)

NORTH

SCALE: 0 100 200 metres

FILE NO. T-86100(PHASE 1)

DWG. NO. 803

DATE: 1988, JAN. 04

CITY OF MISSISSAUGA PLANNING & BUILDING DEPARTMENT

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GOODMAN & GOODMAN BARRISTERS & SOLICITORS

20 QUEEN STREET WEST, SUITE 3000, BOX 30, TORONTO, CANADA M5H 3V5
TELEPHONE: (416) 979-2211 CABLE GOODMAN TELEX 06-22621 TELECOPIERS (416) 979-1234 979-2603

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ALAN SHANOFF
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ERNEST W. BELZIL
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WILLIAM C. LEXMOND
SUSAN C. ZIMMERMAN
W. BRIAN SCHOENFELD
C. KEITH HAM
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JOHN D. ACTON
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ALAN LEIBEL
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HARVEY P. RADOMSKI
EARL E. ROTMAN
KENNETH J. SNIDER
DALE H. LASTMAN
STEPHEN A. BELLCI
CANDIS M. HARTLEY
DANIEL J. GORMLEY
JEFFREY A. CITRON
WILLIAM S. MASLECHKO

December 23, 1987

DELIVERED

RECEIVED
DATE DEC 24 1987
FILE T-86099
T-86100
T-87021
CLERK'S

City of Mississauga
Clerk's Department
300 City Centre Drive
MISSISSAUGA, Ontario
L5B 3C1

Attention: Mr. T.L. Julion, Clerk

Dear Sirs:

Re: Planning and Development Committee Meeting
January 4, 1987
Files: T-86099 (Sherwood)
T-86100 (Kaneff)
T-87021 (Chiappino - Part I)

We are the solicitors for Daniels Financial Corporation ("Daniels"), the owner of approximately 100 acres of land located on the north side of Eglinton Avenue between the proposed Mavis Road Extension and the Second Line, in the City of Mississauga (the "Lands"). Daniels has applied for approval of a plan of subdivision for the Lands. That application is being processed under the Region's file T85024.

The Daniels' Lands are part of a larger area in which a number of other draft plans of subdivision are currently being processed. Prior to registration of the plans, the owners of lands within these draft plans of subdivision will be required to enter into a private cost-sharing agreement for the installation of storm sewers. Over the past several months, Daniels has conducted negotiations with the other landowners within this area, and

INTERNATIONALLY AS GOODMAN, PHILLIPS & VINEBERG

NEW YORK 550 PARK AVENUE, 10TH FLOOR, NEW YORK, N.Y. 10022 TEL: (212) 308-8866 TELECOPIER: (212) 308-0132

PARIS 10, AVENUE DE MESSINE, 75008 PARIS TEL: (33-1) 45 63 95 23 TELECOPIER: (33-1) 45 62 12 33

GENEVA 15, BOULEVARD DES PHILOSOPHES, CH-1205 GENEVA TEL: (41.22) 20 41 50 TELECOPIER: (41.22) 81 14 64

HONG KONG 2805 ALEXANDRA HOUSE, 20 CHATER ROAD, HONG KONG TEL: (8525) 22-10-61 TELECOPIER: (8525) 290595

has attempted to arrive at an agreement which would provide for the equitable sharing of the cost of providing the storm sewers. A number of the other landowners have taken a position with respect to Daniels' share of the cost of the storm sewer which Daniels believes is unduly costly and unfair. Further, in spite of several meetings between Daniels and the other landowners it appears that the other landowners are not prepared to modify their position. Daniels is concerned that if subdivisions within the area get approved without a cost-sharing agreement which is agreeable to all parties in place, it will prejudice the development of its Lands, will impose an undue and unfair cost burden on Daniels and possibly subject the development of the Lands to costly delays.

With great reluctance Daniels has instructed us to object on its behalf to the approval of the above noted plans of subdivision until such time as the concerns with respect to the cost-sharing agreement have been resolved satisfactorily to all parties. If Council for the City of Mississauga proceeds to recommend the plans for draft plan approval, Daniels believes that it will have no alternative but to take the necessary steps to formally request that the plans of subdivision be referred to the Ontario Municipal Board.

Yours very truly

GOODMAN & GOODMAN
Per:

Julia Ryan

c.c. Mr. L.E. Burton, Clerk
Region of Peel

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.jb.pw.1.miss.dec.23

Item 9

WEIR ASSOCIATES

Barristers, Solicitors, Notaries

MICHAEL E. WEIR, Q.C., LL.M.
STEPHEN D. BRAITHWAITE, B.A., LL.B.
NICHOLAS T. MACOS, B.Sc., LL.B.
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SUITE 204
101 QUEENSWAY WEST
MISSISSAUGA, ONTARIO
L5B 2P7

30th December, 1987

City of Mississauga,
Planning Department,
300 City Centre Drive,
MISSISSAUGA, Ontario
L5B 3C1

Attention: Bill Waite, Esquire
Director Development West.

Re: T-86100 - Roseborough Heights.

Dear Sir,

Kindly be advised that we are Solicitors for Kaneff Properties Limited, the owners and developers of Roseborough Heights.

This letter is to confirm that our clients are agreeable to the revised conditions of the Consolidated Report pertaining to Cost Sharing of the storm drainage installation.

Yours very truly,

WEIR ASSOCIATES

Per: Michael E. Weir, Q.C.

MEW/dd

c.c. I. Kaneff, Esquire

PLANNING & BUILDING DEPARTMENT
RECEIVED
DEC 3 1 19

Corporate Report

Received by Clerk's Dept. DEC 2 8 1987

Clerk's Files

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COM.PLNG./DEV. JAN 4 1988

Originator's Files T-87021 (W) Part 1

DATE: January 4, 1988

TO: Chairman and Members of the Community Planning and Development Committee

FROM: R. G. B. Edmunds, Commissioner of Planning and Building

SUBJECT: Conditions of Draft Approval
Subdivision Application
Proposed Detached Dwelling Development
East side of Rathkeale Road, south of Eglinton Avenue West
Chiappino and Associates Developments Limited

ORIGIN: Subdivision application received from the Regional Municipality of Peel, submitted on March 20, 1987 by Glen Schnarr and Associates Incorporated, agent for Chiappino and Associates Developments Limited, registered owners of the lands.

BACKGROUND: Details of Application are as follows:

Site Area:	4.30 ha (10.63 ac)
Existing Zoning:	A
Proposed Zoning:	R4-Special Section, H-R4-Special Section and H-R5-Special Section
No. of Lots:	69 Lots and 10 Blocks

COMMENTS: The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions.

A copy of the Consolidated Report sent to the applicant for acceptance is attached.

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CONCLUSION: The proposed plan of subdivision should be approved subject to certain conditions.

RECOMMENDATION: That the plan of subdivision under File T-87021 (W) Part 1, Chiappino and Associates Developments Limited (east side of Rathkeale Road, south of Eglinton Avenue West), be recommended for approval to the Regional Municipality of Peel subject to the following conditions:

(a) That the Financial Agreement between the City and the Developer be met by the Developer to the satisfaction of the City, prior to registration of the plan;

(b) That the Servicing Agreement between the City and the Developer be met by the Developer to the satisfaction of the City, prior to registration of the plan;

(c) That to meet the requirement of Section 50(5)(a) of the Planning Act, it is recommended that cash-in-lieu of parkland be accepted;.

(d) That the conditions contained in the Consolidated Report dated December 14, 1987, be met by the developer to the satisfaction of the City and any other official agency concerned with the development of the lands, prior to registration of the plan.

R. G. B. Edmunds
Commissioner of Planning and Building

5006a/736a

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DATE: December 14, 1987 (revised)
FILE: T-87021 (W) (Part 1)

CONSOLIDATED REPORT OF THE TECHNICAL REQUIREMENTS FOR THE DEVELOPMENT OF LANDS UNDER APPLICATION BY CHIAPPINO AND ASSOCIATES DEVELOPMENTS LIMITED

LOCATION: East side of Rathkeale Road, south of Eglinton Avenue West

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SECTION A – PLANNING

1. The plan to which this report refers is the plan dated June 24, 1987, revised August 27 and October 2, 1987, and further revised in red as shown on the attached draft plan.

2. The zoning for the development of these lands shall come into force or have been approved by the Ontario Municipal Board prior to the registration of the plan.

3. The proposed streets shall be named to the satisfaction of the City of Mississauga and the Regional Municipality of Peel. In this regard, a list of proposed street names shall be submitted to the City Public Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions.

4. The Servicing Agreement is to include securities for the removal of any existing buildings within the plan that will not conform to the requirements of the Zoning By-law after registration of the plan.

5. Development of the subject lands shall be staged to the satisfaction of the City. Submissions will not be processed by the City Public Works Department, and preservicing of the subject lands will not be permitted until arrangements have been made to the satisfaction of the Commissioner of Public Works for the necessary outlets for the municipal services and the provisions of adequate access roads to service the subject lands. In addition, preservicing of the subject lands will not be permitted until the zoning for the development of these lands is in effect or has been approved by the Ontario Municipal Board. See also Section C – Engineering.

6. Prior to registration of the plan, arrangements shall have been made to the satisfaction of the City for the preservation of as many of the existing trees as possible. In this regard, a tree survey plan and a tree preservation plan for the affected lots shall be prepared in conjunction with engineering lot grading drawings.

   It is the developer's responsibility to ensure that no trees are removed or damaged prior to plan registration, or during any phase of the servicing and construction of the site, without prior approval from the City. See also Section C – Engineering, Item 6.

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7. Approvals of site development plans and landscaping plans by the City will be prerequisites to the issuance of building permits for all detached dwelling lots to be zoned R5-Special Section, with frontages of less than 12 m (39.4 ft.) for interior lots and 16.5 m (54.1 ft.) for corner lots.

8. Prior to registration of the plan, payment in cash or securities in the Servicing Agreement are required to cover the cost of upgraded street tree planting on Rathkeale Road and Street 'A' and standard street tree planting on Streets 'B' and 'C' in accordance with current City standards. See also Section B, Financial, Item 1(h).

9. Prior to registration of the plan, screen fencing plans for the side and/or rear property lines of lots where abutting Rathkeale Road and Streets 'A', 'B' and 'C' shall be submitted to and approved by the City Public Works Department and the City Planning and Building Department.

   These works shall be co-ordinated with any required noise abatement measures and shall be carried out by the developer at his own cost.

10. (a) Prior to second servicing submission, the owner shall engage the services of a consultant to confirm whether or not an acoustical report is required for this development. If required, the acoustical report shall recommend noise control features to meet the noise level objectives of the City and the Ministry of the Environment to the satisfaction of the City.

    (b) Prior to the final approval of the plan, the Servicing and Financial Agreements between the owner and the municipality shall specify the provisions required to implement the noise control features recommended by the acoustical report as approval by the City.

    (c) In the event that a slight noise level excess exists on the site despite the inclusion of the noise control features, the Financial Agreement shall contain the following provisions in accordance with Council recommendation of February 13, 1978. The following provisions shall also be included on all offers of sale and purchase:

    "Purchasers are advised that despite the inclusion of noise control features within this development area and within the building units, a slight noise level excess may exist and be of concern occasionally interfering with some activities of the dwellings occupants."

    (d) Prior to final approval of the plan the Acoustical Consultant shall update the recommendations of the Acoustical Report to coincide with the M-Plan proposed for registration.

(e) A clause shall be included in Schedule C of the Servicing Agreement to the effect that:

(i) prior to the issuance of building permits for all affected lots and blocks, the Acoustical Consultant shall certify that the builder's plans are in accordance with the updated detailed Acoustical Report approved by the City;

(ii) prior to the final inspection of the buildings on all affected lots and blocks the Acoustical Consultant shall certify that the structures are in compliance with the above-mentioned acoustical report.

11. Blocks 70 to 77 inclusive shall only be developed in conjunction with adjacent lands. In this regard, the City shall be satisfied prior to registration of the plan that the blocks, when combined with adjacent lands, will permit development in accordance with the Zoning By-law.

12. Blocks 70 to 77 inclusive shall be held in escrow by the City until they can be developed in conjunction with adjacent lands, at which time these blocks will be returned to the developer.

13. Prior to registration of the plan, the developer shall acquire from the City that portion of the surplus right-of-way of Rathkeale Road, identified on the attached draft plan as Block 79. These lands shall be incorporated on the final plan to form part of Lots 1 to 7 inclusive and Block 77.

14. Prior to registration of the plan, a detailed servicing submission shall be prepared to the satisfaction of the City and the Credit Valley Conservation Authority, which will outline:

(a) the means whereby stormwater will be conducted from the site to a receiving body;

(b) the means whereby erosion, siltation and their effects will be contained and minimized on the site both during and after the construction period.

In this regard, the appropriate permits will be required from the Credit Valley Conservation Authority pursuant to Ontario Regulation 162/80 (the Fill, Construction and Alteration to Waterways Regulations) for the enclosure of Chappell Creek.

15. Prior to registration of the plan or any on site grading, the Ministry of Natural Resources must have reviewed and approved the following reports describing:

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(a) the manner in which stormwater will be conveyed from the site, including any stormwater management techniques that may be required;

(b) the impact of the proposed stormwater management techniques on the water quality of receiving waters as it relates to fish and fish habitat;

(c) the means whereby erosion and sedimentation and their effects will be minimized on the site during and after construction;

(d) site soil conditions, including grain size distribution profiles;

(e) site grading plans.

16. The Servicing Agreement between the owner and the City shall contain provisions with wording acceptable to the City and the Ministry of Natural Resources, wherein the owner agrees:

(a) to carry out or cause to be carried out the work noted in Item 15 above;

(b) to maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to the Ministry of Natural Resources;

(c) to advise the Ministry of Natural Resources 48 hours prior to commencement of grading or the initiation of any on-site works.

17. Detailed plans shall be submitted to the Ministry of Natural Resources regarding alterations to Chappell Creek. Any proposed alterations to the watercourse require application under the Lakes and Rivers Improvement Act for review and approval by the Ministry of Natural Resources.

18. Prior to registration of the plan, arrangements shall be made for the location and signage of the Pedestrian/Bicycle Path System, as shown on Schedule 4 of the East Credit Secondary Plan, to the satisfaction of the City Recreation and Parks Department and the City Public Works Department.

19. Development of the subject lands shall be staged in accordance with the availability of satisfactory school accommodations.

20. The Financial Agreement, and all offers of sale and purchase shall contain the following provision:

> "Whereas, despite the best efforts of the Dufferin-Peel Roman Catholic Separate School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated at temporary facilities and/or bussed to a school outside of the area, and further, that students may later be transferred to the neighbourhood school."

21. Prior to registration of the plan, the developer will be required to erect information signs at all major entrances into the subdivision advising prospective purchasers that until a separate school is constructed within this community, alternative accommodation will be provided. The developer is required to contact the Planning Department of the Dufferin-Peel Roman Catholic Separate School Board for sign specifications.

22. The Servicing Agreement shall contain a clause satisfactory to the Peel Board of Education, that the developer will erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bussed to schools, according to the Board's Transportation Policy. The signs shall be to the School Board's specifications and at locations determined by the Board.

23. The Financial Agreement and all offers of sale and purchase within a period of five years from the registration of the plan shall contain the following provision:

> "Whereas, despite the efforts of the Peel Board of Education, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the Planning and Resources Department of the Peel Board of Education to determine the exact schools."

24. In accordance with the Implementation section of the East Credit Secondary Plan, the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board require the developer to agree to participate in a cost sharing arrangement with other land owners to ensure that school sites are available at the appropriate time and price.

25. Prior to City Council execution of the Servicing Agreement, the developer shall erect signs on Blocks 70 to 77 inclusive (residential reserves) indicating the future use of the blocks and the name and telephone number of the City of Mississauga Department where additional information is available. The Servicing Agreement shall contain a provision requiring the developer to maintain the signs.

26. A warning clause shall be included in the offers of purchase and sale as well as registered on the title of all affected lots and blocks advising prospective purchasers of the temporary culs-de-sac on Streets 'A' and 'B' which are to remain until adjacent lands are developed.

27. A warning clause shall be included in the offers of purchase and sale as well as registered on the title of all affected lots and blocks advising prospective purchasers of the future widening and reconstruction of Eglinton Avenue West.

28. A warning clause shall be included in the offers of purchase and sale as well as registered on title of all lots and blocks advising prospective purchasers of the Ontario Hydro Erindale Transformer Station, the visual and other impact it may have, and of future facility expansion.

29. Prior to registration of the plan, arrangements shall have been made among the developers of the subject lands and of adjacent plans of subdivision under File T-86059, Kupec Properties, T-86099, Sherwood Mills Incorporated, T-86100, Kaneff Holdings Incorporated, T-87021 (Part 2), Lackovic Construction Incorporated, and T-87039, George Wimpey of Canada, with respect to a neighbourhood identification program. This program will be implemented with the installation of appropriate signs at all entrances into the community from Creditview Road and Eglinton Avenue West. The program and signs shall be submitted to and approved by the City Planning and Building Department.

30. Block 78 shall be dedicated gratuitously to the City for road widening purposes.

31. The horizontal and vertical alignments of all roads, including their relative intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, minor revisions to the road pattern including intersection alignments may be required.

32. Prior to registration of the plan, arrangements shall be made to the satisfaction of the City for the closing of that part of Rathkeale Road, identified on the attached draft plan as Block 79, not incorporated into the proposed road pattern.

33. In accordance with City Council Resolution 433-87 of September 28, 1987, the proposed detached dwelling lots with a frontage of 9.75 m (32.0 ft.) will be rezoned to H-R5-Special Section until the pending report on 9.75 m (32.0 ft.) lots has been considered by City Council. In the event that City Council decides to increase the frontage or area, or both, for those lots, the draft plan will be revised accordingly and reflected on the final plan without further amendment to the Conditions of Draft Approval.

10i

SECTION B - FINANCIAL

1. Payments to be made to the City, Hydro Mississauga and the Region of Peel

(a) Financial contributions to the City at current levy rates, (as adjusted with the Southam Index), in accordance with Recommendation No. 1677-85, adopted by City Council on November 4, 1985 (payments are described in detail in the Financial Agreement):

i) for all types of development, a development levy of $24,900.62 per gross hectare for major road improvements and $7,761.60 per gross hectare for major watercourse improvements;

ii) for lands other than residential, a development levy of $1,509.91 gross hectare for fire service improvements;

iii) for residential lands, a development levy of $714.90 per capita for Transit, Library, Fire, General Government and Recreation and Parks, payable per dwelling unit.

(b) Financial contributions in accordance with current Regional development levies.

(c) Financial contributions are required in connection with the supply of hydro facilities. These contributions vary with different types of development and the hydro service to be provided, and will be determined by negotiation between the developer and Hydro Mississauga, prior to registration of the subdivision plan.

In this regard, it is noted that the policy of Hydro Mississauga, relative to the provision of residential services is that all electrical circuits, including streetlighting, be placed under-ground at the expense of the developer, subject to an agreement between the developer, the City and Hydro Mississauga.

The City will be collecting an Impost Levy on behalf of Hydro Mississauga in accordance with Council recommendation of July 15, 1981.

(d) To meet the requirement of Section 50 (5)(a) of the Planning Act, it is recommended that cash-in-lieu of parkland be accepted.

(e) (i) A fee for engineering and inspection services, provided by the City Public Works Department to be in accordance with City policy and to be determined as a percentage of the total estimated value of services to be assumed by the City.

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(ii) A fee for engineering services provided by the Regional Municipality of Peel Department of Public Works for services to be assumed by the Regional Municipality. The applicant should contact the Regional Municipality of Peel Department of Public Works to determine the amount and payment procedure with respect to this fee.

(f) A fee for planning services provided by the City Planning and Building Department to be determined in accordance with the latest planning processing fee schedule immediately prior to the City Planning and Building Department's release of the plan for registration.

(g) Payment of current property taxes and all outstanding assessments which have been levied against the property.

(h) Payment in cash or securities in the Servicing Agreement are required to cover the cost of planting upgraded street trees on Rathkeale Road and Street 'A' and standard street trees on Streets 'B' and 'C' in accordance with current City standards and specifications. See also Section A – Planning, Item 8.

2. Insurance

The owner, while under agreement to provide services within this plan, must provide a comprehensive insurance policy naming the City and the Region of Peel as co-insured, for liability and property damage in the amount of $2,000,000.00. This policy must cover blasting operations and be paid up for a minimum of three years or as otherwise approved.

3. Financial Guarantee

In order to guarantee the financial stability of the owner to provide the requisite services, satisfactory securities to the City equal to the estimated cost of services, must be furnished prior to the execution of the Servicing Agreement.

SECTION C - ENGINEERING

1. Maintenance Guarantee

(a) The developer shall maintain all underground services and works for a period of one year from the date of acceptance of those services by the Region and/or the City. Prior to the completion of the maintenance period, the developer shall correct any deficiencies reported by the Region and/or the City.

(b) The developer shall maintain all roads up to base course asphalt, including curb base, for a period of three years from the date of acceptance of those services by the City. All other above ground works shall be maintained by the developer for a period of one year after acceptance.

2. Standards

All underground and above-ground services shall be designed and constructed in accordance with the current specifications, standard drawings and design criteria of the City of Mississauga.

3. Water

Prior to servicing or registration of the plan, confirmation is required that the plan has been considered by the Regional Municipality of Peel Department of Public Works and approved subject to the usual agreement.

Watermains and appurtenances shall be constructed on all streets within this proposed plan of subdivision. A separate water service connection shall be provided to the street line for each lot or building block.

The applicant should contact the Regional Municipality of Peel Department of Public Works to determine the precise extent of their requirements.

Water is available in a 400 mm (16 in.) diameter watermain on Rathkeale Road.

Prior to servicing or registration of the plan, the Region of Peel shall confirm to the City that the subject lands will be provided with adequate water servicing.

4. Sanitary Sewers

Sanitary sewers with connections to each lot and building block are required in accordance with the current Regional Municipality of Peel Department of Public Works standards and requirements.

Where required by the Commissioner of Public Works, sanitary sewers shall be designed in such a manner and be of adequate size and depth to service adjacent lands.

Sanitary sewer facilities are available in a 600 mm (24 in.) diameter sewer on lands in Registered Plans M-654 to 657 inclusive, west of the Canadian Pacific Railway. External easements and construction will be required..

Prior to servicing or registration of the plan, the Region of Peel shall confirm to the City that the subject lands will be provided with adequate sanitary servicing.

10L

5. Storm Sewers

(a) Storm sewer works including connections to each lot and building block shall be constructed in accordance with the current City subdivision requirements.

All storm sewers shall be designed in such a manner and be of adequate size and depth to provide for the drainage of the weeping tiles, for the development of all lands lying upstream within the watershed and/or provide for the drainage of such areas as may be designated by the Commissioner of Public Works.

All storm drainage shall be conducted to an outlet considered adequate in the opinion of the Commissioner of Public Works.

(b) The storm sewer outlet for the subject lands is the existing sewer constructed on lands in Registered Plans M-654 to 657 inclusive, west of the Canadian Pacific Railway. Satisfactory arrangements to have all outlet works secured, and/or constructed are required prior to preservicing.

(c) Prior to preservicing and registration of the first plans of subdivision for T-85024, The Peter Nelson Daniels Trust, T-86017, Fuscom Partnership, T-86018, Lynn-Marsh Construction Limited, T-86020, Irber Holdings Limited, T-86047, Marvin Goodman, T-86059, Kupec Properties, T-86083, Sherwood Mills Incorporated, T-86099, Sherwood Mills Incorporated, T-86100, Kaneff Holdings, T-87021 (Part 1), Chiappino and Associates, T-87021 (Part 2), Lackovic Construction Incorporated, and T-87039, George Wimpey Canada Limited, a letter of credit must be deposited with the City sufficient to cover the entire estimated cost of the storm trunk sewers between the existing outlet on McConnell Road west of the CPR tracks and the north side of Eglinton Avenue West at the following locations (symbolic only):

- Creditview Road;
- proposed Street 'B' on plan of subdivision under File T-86100, Kaneff Holdings Incorporated;
- Second Line West.

(d) Prior to servicing or registration of any individual plan noted in (c) above, the storm trunk(s) must be constructed to the boundary of that plan.

10 m

(e) In consideration of the trunk storm sewer construction being totally secured by the developers of the draft plans of subdivision noted in (c) above, the Major Watercourse Levy will be waived for the draft plans for T-85024, The Peter Nelson Daniels Trust, T-86017, Fuscom Partnership, T-86018, Lynn-Marsh Construction Limited, T-86020, Irber Holdings Limited, T-86047, Marvin Goodman, T-86059, Kupec Properties, T-86083, Sherwood Mills Incorporated, T-86099, Sherwood Mills Incorporated, T-86100, Kaneff Holdings Incorporated, T-87021 (Part 1), Chiappino and Associates, T-87021 (Part 2), Lackovic Construction Incorporated, and T-87039, George Wimpey Canada Limited, and that this condition be reflected in the applicable Financial Agreements for the said plans.

(f) All the developers of the plans of subdivision noted in (c) above are required to sign an agreement showing the trunk sewer schematic layouts, the construction timetable, and the cost sharing, all of which will form part of a private legal agreement and must be executed prior to the first plan of subdivision being registered.

(g) During the servicing submissions, the developer's consultant shall include a drawing outlining the proposed overland flow route on these lands. The internal route is to coincide with roadways and walkways as much as possible. Should this route direct drainage along a side lot line of the affected lots, the width of the concerned lot(s) shall be increased to account for this route in addition to the usual lot sizes. All overland flow routes direction drainage along a side lot line shall be covered by an easement to the satisfaction of the City.

6. Site Grading

The developer will be responsible for the proper drainage of all lands within the plan and all lands abutting the plan. An overall lot and/or block grading plan must be prepared by the developer's Engineer in accordance with the City standards and form part of the Servicing Agreement. Adequate provision to drain all parts of the lots and block(s) must be detailed having due regard for the size, accessibility, location and cross-section of drainage works proposed for the installation of catch basins where necessary.

Minimum grade changes should occur in areas where trees are to be retained. See also Section A – Planning, Item 6.

7. Soil Conditions

The developer is required to retain a geotechnical consultant to prepare a detailed soils report at first servicing submission to be reviewed by the City. Prior to the registration or servicing of the plan, the approved procedures shall be incorporated into the Servicing Agreement.

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8. Roads

(a) All internal roads shall be constructed by the developer and shall have asphalt pavement complete with concrete curbs and gutters designed and constructed in accordance with the latest City standards and requirements.

(b) The following is a summary of the various classifications of the roads associated with the plan:

Name	Classification	R.O.W. Width
Rathkeale Road	Collector	20 to 22 m (66 ft. to 72.2 ft.)
Street 'A'	Collector	22 m (72.2 ft.)
Street 'B'	Local Residential	20 m (66 ft.)
Street 'C'	Local Residential	17 m (56 ft.)

(c) The subject plan of subdivision should not proceed until assurance is received that the Eglinton Avenue West reconstruction schedule for 1988 can proceed and satisfactory arrangements for the outlet sewer for this development phase has been finalized with the City Public Works Department and any other agencies involved.

(d) A 22 m (72.2 ft.) right-of-way on Rathkeale Road shall be maintained from the north limit of the subject lands to the south limit of th sight triangle of Street 'A'. From the south limit of this sight triangle, the 22 m (72.2 ft.) right-of-way will be tapered over a distance of 40 m (131 ft.) to the base 20 m (66 ft.) right-of-way.

(e) The developer shall construct Rathkeale Road to Creditview Road. Cost-sharing may be available when adjacent lands are developed.

(f) The connecting roads shall be located such that they align precisely with their continuation beyond the subject lands.

(g) Prior to registration of the plan, arrangements shall have been made to the satisfaction of the City for any relocation of utilities required by the development of the subject lands to be undertaken at the developer's expense.

(h) Prior to registration of the plan, arrangements shall be made to the satisfaction of the City for the provision of a construction access which shall remain open at the discretion of the Commissioner of Public Works.

(i) During engineering processing, the City Public Works Department will determine the location of the driveways for lots at the intersections of local and collector roads.

(j) The developer shall be responsible for maintaining City roadways in the vicinity of this development in a state satisfactory to the Commissioner of Public Works until the building activity is mostly completed. A security based on the number of lots will be required in the Servicing Agreement.

(k) Prior to registration of the plan, satisfactory arrangements shall have been made to ensure the clean-up of all materials tracked onto existing and proposed roads by vehicles used in conjunction with building operations on the subject lands (re mud tracking and dust control).

(l) See also Section A – Planning, Item 31.

9. Sidewalks

(a) Concrete sidewalks 1.5 m (5 ft.) wide shall be constructed on the east side of Rathkeale Road, and on both sides of Streets 'A' and 'B' in accordance with the latest City standards and requirements.

(b) Sidewalks are not required on Street 'C'.

10. Fire Break Lots

Every seventh lot in the draft plan shall be designated as a fire break lot. This provision shall be incorporated into Schedule 'C' of the Servicing Agreement as well as the Financial Agreement which is registered on title.

The City Planning and Building Department will process all applications for building permits and issue foundation only permits for the designated fire break lots. The issuance of the superstructure permits for these lots will only be released upon the approval of the Chief Building Official (in conjunction with the Fire Chief) at such time that, in the opinion of the Chief Building Official, the intent of this restriction has been satisfied and that no more then six (6) consecutive buildings will be under construction in a framed state.

The following lots shall be designated as fire break lots:

Fire break lots: 7, 16, 23, 35, 53, 64

Any modification to the fire break lot shall be to the satisfaction of the City Fire Department.

11. Streetlighting

Streetlighting shall be provided in accordance with the latest City standards and requirements. In addition to streetlighting within the subject lands, these facilities are to be examined, and if necessary, updated on Rathkeale Road with special attention given to the intersection with Street 'A'.

10p

12. Traffic Signals

The developer will be required to pay the costs as specified towards the traffic signal to be installed at the following location with cost-sharing possibly being available when adjacent lands are developed:

(a) Creditview Road at Rathkeale Road ($55,000.00 being 100% of the signal cost not including the underground portion of the plant to be installed by the developer).

The developer will also be required to install all of the underground works prior to the base course asphalt installation at the intersection, prepare the necessary plans, and ensure that a power supply is readily available, to the satisfaction of the City.

13. Signs

All street and traffic signs required within this proposed plan of subdivision shall be supplied and erected by the applicant.

See also Section A- Planning, Items 21, 22, 25 and 29.

14. Landscaping

All portions of road allowances not covered by roads and sidewalks shall be fully sodded with No. 1 nursery sod and shall be considered as part of the construction costs.

Prior to any release of securities, the developer shall provide the City with securities ensuring that each of the 69 lots will be sodded and topsoiled to City standards with gravel driveways being provided for each lot. A security in the amount of $150,000.00 (ONE HUNDRED AND FIFTY THOUSAND DOLLARS) shall be maintained with the City until all lots have been topsoiled and sodded. A reduction to the $150,000.00 (ONE HUNDRED AND FIFTY THOUSAND DOLLARS) security is only to be considered after 62 of the 69 lots have been completed.

Blocks 70 to 77 inclusive and all other lots and blocks for which there are no immediate development proposals shall be graded, seeded and maintained to the satisfaction of the Commissioner of Public Works.

15. Land Dedications

(a) Sufficient right-of-way for all roads within the plan in accordance with the widths specified under Section C - Engineering, Item 8 shall be dedicated as public highway on the proposed plan for registration.

The widenings required at intersections for vehicular channelization and at locations specified for bus bays are to be to the latest City standards and requirements.

(b) Prior to registration of the plan, the developer shall transfer gratuitously to the City, the affected lots and/or blocks upon which a temporary culs-de-sac on Streets 'A' and 'B' will be constructed. The City will return these lots to the developer once the streets are continued. Sufficient securities shall be provided to the City to ensure that these lots and blocks are maintained in a manner satisfactory to the City until they are returned to the developer and that satisfactory arrangements are made with the City for removal of the temporary works, and construction of the ultimate road cross section.

(c) 7.5 m (25 ft.) sight triangles at the intersection of Rathkeale Road and Street 'A' shall be dedicated as public highway.

(d) Block 78 shall be dedicated gratuitously to the City for road widening purposes.

(e) Blocks 70 to 77 inclusive shall be held in escrow by the City. The City will return these blocks to the developer when they can be developed in conjunction with adjacent lands.

16. Easements

Any external easements required to service the property must be obtained by the applicant and conveyed gratuitously to the City or the Regional Municipality of Peel prior to any servicing submission being made to the City Public Works Department.

All easements within the plan which are required for proper servicing of the land, shall be transferred to the City or the Regional Municipality of Peel.

17. Utilities

The applicant, under separate arrangements or agreement with the various utility companies, is to determine the precise extent of their requirements.

Prior to the signing of the Servicing Agreement for residential development, the developer must submit in writing evidence to the Commissioner of Public Works that he has made arrangements with the Bell Telephone Company, the Cable T.V., and the Hydro for the installation of their cable in a common trench, in the prescribed location on the road allowance for the plan of subdivision, or that the utilities will be installing their own cable separately.

The requirements of Hydro Mississauga with respect to easements shall be met prior to the registration of the plan.

Initial temporary supply of 27.6/16kV could be made available subject to timing and prior use. An integrated master plan of the proposed distribution system for the East Credit Residential District shall be finalized by the various developer's electrical consultant and approved by Hydro Mississauga prior to detailed electrical servicing design being processed for this project. Numerous Hydro Mississauga easements will be required for main feeder egress from the Ontario Hydro Erindale Transformer Station. The exact location of these easements shall be determined at the time of system and servicing design. Main feeder cost sharing and master plan cost sharing will apply. Any temporary supply arrangements would be at developer's expense. Early consultation with Hydro Mississauga, regarding main feeder egress arrangements within the subject lands is essential.

The applicant should contact Hydro Mississauga to determine the precise extent of their requirements.

See also Section B – Financial, Item 1(c).

18. 0.3 m (1') Reserves

0.3 m (1') reserves as shown on the attached plan shall be transferred gratuitously to the appropriate authority.

19. Community Postal Boxes

Community Postal Delivery Box locations shall be shown on the servicing drawings in locations approved by Canada Post (as per City Council Resolution 395-86) and shall be installed to City requirements by the developer when required by Canada Post or when constructing above ground works whichever is appropriate.

******

THE REQUIREMENTS OF THIS REPORT WILL BE EFFECTIVE FOR ONE YEAR SUBSEQUENT TO DRAFT APPROVAL BY THE REGION. AFTER THIS DATE A REVISED CONSOLIDATED REPORT WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING AND LEVY REQUIREMENTS MENTIONED IN THIS REPORT, THE STANDARDS AND LEVIES IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.

******

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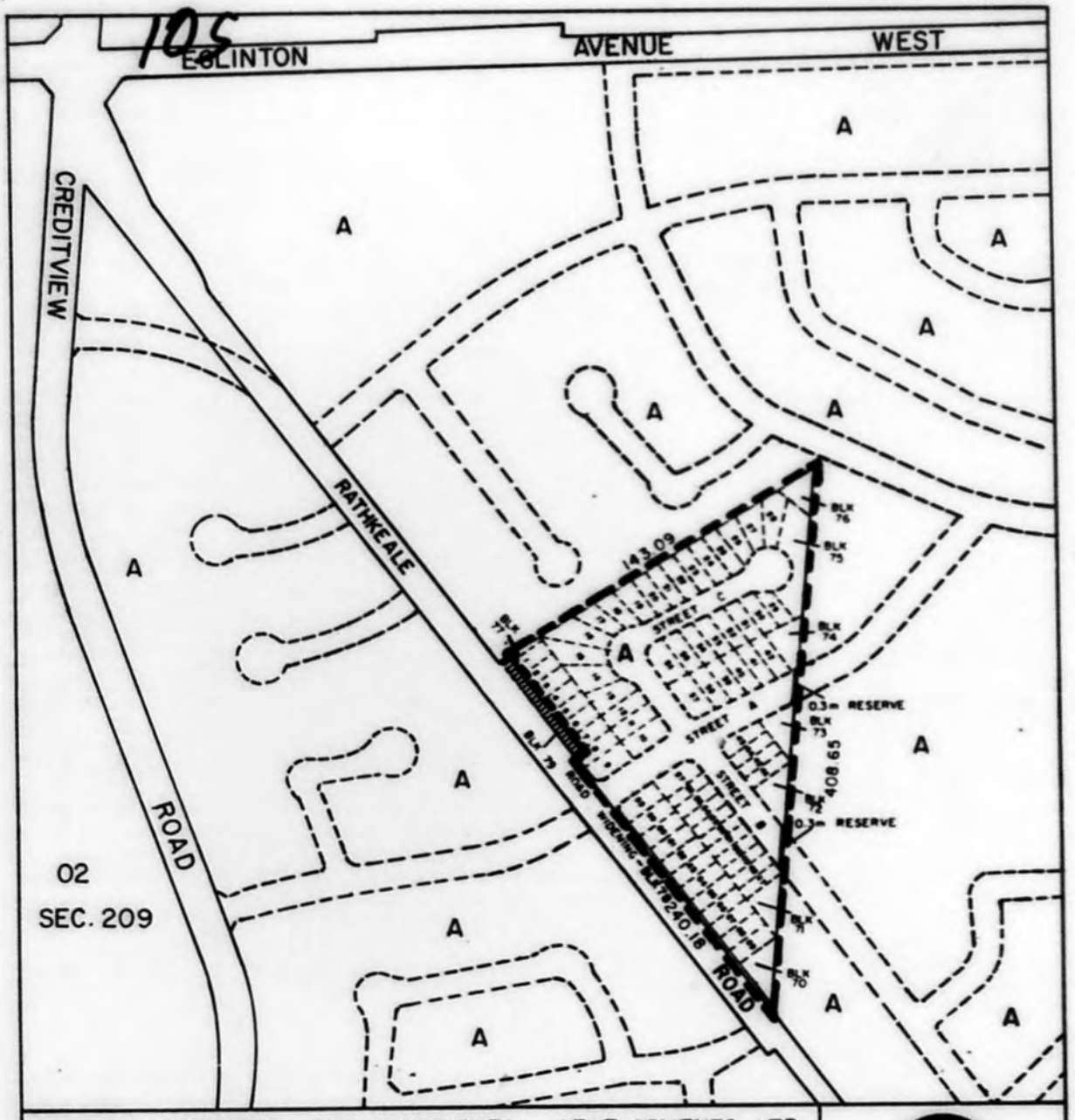

APPLICATION: CHIAPPINO AND ASSOCIATES DEVELOPMENTS LTD.

AREA OF DRAFT PLAN T-87021 (Part 1)

BLOCK 79 (TO BE ACQUIRED FROM THE CITY FOR INCORPORATION ON THE FINAL PLAN)

CITY OF MISSISSAUGA PLANNING & BUILDING DEPARTMENT

SCALE: 0 100 metres

FILE NO. T-87021 (Part 1)

DWG. NO. 808

DATE: JANUARY 4, 1988

GOODMAN & GOODMAN BARRISTERS & SOLICITORS

10t

20 QUEEN STREET WEST, SUITE 3000, BOX 30, TORONTO, CANADA M5H 3V5
TELEPHONE: (416) 979-2211 / CABLE GOODMAN / TELEX: 06-22621 / TELECOPIERS: (416) 979-1234 979-2603

DAVID R. GOODMAN, Q.C. (1887-1985)

EDWIN A. GOODMAN, Q.C., Q.C., LL.D. | NORMAN H. SCHIPPER, Q.C. | HERBERT H. SOLWAY, Q.C. | MALCOLM C. KRONES, Q.C. | KENNETH N. KARP, Q.C.
SHELDON SILVER, Q.C. | PHINEAS SCHWARTZ, Q.C. | GERALD ROSS, Q.C. | WILLIAM F. ROSENFELD, Q.C. | CHARLES J. SCHWARTZ, Q.C.
LORD WILSON OF LANGSIDE, Q.C. | DONALD C. PIERCE, Q.C. | E. GAIL ORENSTEIN, Q.C. | CLIFFORD LAX, Q.C. | MICHAEL A. LEVINE
JON R. JOHNSON | GORDON T. KIRKE, Q.C. | ARTHUR O. JACQUES | NEIL H. HARRIS | ALAN TEBBUTT
BRIAN J. ARNOLD | JULES RYAN | WILLIAM A. McCAMUS | KATHRYN ROBINSON | JOHN A. KELLY
STEPHEN H. HALPERN | JOEL S. SCHACHTER | PATRICIA A. ROBINSON | GALE RUBENSTEIN | HARVEY R. KAKOMSKI
ALAN SHAVEL | RICHARD STORRING | ROSLYN HOUSER | JULE MORROW | EARL E. ROTMAN
THOMAS M.C. MACDONALD | JAY A. CARFAGNINI | PEARL E. SCHUMSKY | JOHN D. ALTON | KENNETH J. SNIDER
MARK A. SUKHUN | DAVID R. ZITZERMAN | KENNETH W. CROSBIE | JONATHAN LAMPE | DALE H. LASTMAN
SHELDON P. POTTER | DAVID M. PURDY | CARLA SALZMAN | RANDOLPH WAINZ | STEPHEN K. BELLAY
ERNEST W. BELYEA | WILLIAM C. LEXMOND | STEPHEN A. PIKE | THEODORE SASKIN | CAROL A. SCHATTEL
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CARY H. KOCHBERG | W. BRIAN SCHOLFIELD | GRAHAM D. SMITH | KATHLEEN TAYLOR | JEFFREY A. CITRON
CHRISTYNE GAUTHIER | C. KEITH HAM | ANDREW L. HOFFMAN | ERIC KERR | WILLIAM A. MASLECHKO
MARK NOSKOWICZ | JO-ANN P. PATTERSON | GARY S. WALTERS

December 23, 1987

DELIVERED

RECEIVED
DATE DEC 24 1987
FILE T-86099
T-86100
T-87021

City of Mississauga
Clerk's Department
300 City Centre Drive
MISSISSAUGA, Ontario
L5B 3C1

Attention: Mr. T.L. Julien, Clerk

Dear Sirs:

Re: Planning and Development Committee Meeting
January 4, 1987
Files: T-86099 (Sherwood)
T-86100 (Kaneff)
T-87021 (Chiappino - Part I)

We are the solicitors for Daniels Financial Corporation ("Daniels"), the owner of approximately 100 acres of land located on the north side of Eglinton Avenue between the proposed Mavis Road Extension and the Second Line, in the City of Mississauga (the "Lands"). Daniels has applied for approval of a plan of subdivision for the Lands. That application is being processed under the Region's file T85024.

The Daniels' Lands are part of a larger area in which a number of other draft plans of subdivision are currently being processed. Prior to registration of the plans, the owners of lands within these draft plans of subdivision will be required to enter into a private cost-sharing agreement for the installation of storm sewers. Over the past several months, Daniels has conducted negotiations with the other landowners within this area, and

INTERNATIONALLY AS GOODMAN, PHILLIPS & VINEBERG

NEW YORK 350 PARK AVENUE, 10TH FLOOR, NEW YORK, N.Y. 10022 TEL: (212) 308-8866 TELECOPIER: (212) 308-0132

PARIS 10, AVENUE DE MESSINE, 75008 PARIS TEL: (33.1) 45 63 95 23 TELECOPIER: (33.1) 45 62 12 33

GENEVA 15, BOULEVARD DES PHILOSOPHES, CH-1205 GENEVA TEL: (41.22) 20 41 50 TELECOPIER: (41.22) 81 14 64

HONG KONG 2803 ALEXANDRA HOUSE, 20 CHATER ROAD, HONG KONG TEL: (852 5) 22-10-61 TELECOPIER: (852 5) 290595

has attempted to arrive at an agreement which would provide for the equitable sharing of the cost of providing the storm sewers. A number of the other landowners have taken a position with respect to Daniels' share of the cost of the storm sewer which Daniels believes is unduly costly and unfair. Further, in spite of several meetings between Daniels and the other landowners it appears that the other landowners are not prepared to modify their position. Daniels is concerned that if subdivisions within the area get approved without a cost-sharing agreement which is agreeable to all parties in place, it will prejudice the development of its Lands, will impose an undue and unfair cost burden on Daniels and possibly subject the development of the Lands to costly delays.

With great reluctance Daniels has instructed us to object on its behalf to the approval of the above noted plans of subdivision until such time as the concerns with respect to the cost-sharing agreement have been resolved satisfactorily to all parties. If Council for the City of Mississauga proceeds to recommend the plans for draft plan approval, Daniels believes that it will have no alternative but to take the necessary steps to formally request that the plans of subdivision be referred to the Ontario Municipal Board.

Yours very truly

GOODMAN & GOODMAN
Per:

Julia Ryan

c.c. Mr. L.E. Burton, Clerk
Region of Peel

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.jb.pw.1.miss.dec.23

GLEN SCHNARR ASSOCIATES

Item 10

December 21, 1987

City of Mississauga
Planning & Building Department
300 City Centre Drive
Mississauga, Ontario
L5B 3B1

Attention: W.D. Waite
Director of Planning & Development West

RE: Chiappino & Associates Development Ltd.
Proposed Residential Subdivision
Part of Lot 7, Range 5 N.D.S.
File: T-87021(W) Part 1
City of Mississauga

Dear Sir:

This is to acknowledge your letter of December 14, 1987, together with accompanying consolidated report dated December 14, 1987 without revision.

On behalf of Chiappino & Associates Development Ltd., we wish to inform you that our client is in agreement with the contents of the consolidated report. However, on behalf of Chiappino & Associates Development Ltd., we wish to reserve the right to address the Council at an appropriate time should unforseen matters arise that may require Councils consideration.

We trust that the above information will be satisfactory.

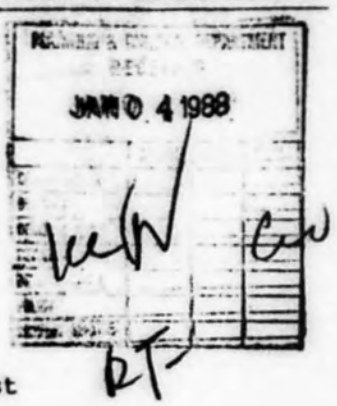
Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

G.A. Schnarr, M.C.I.P.
GS:kb

262 BURNHAMTHORPE ROAD WEST, MISSISSAUGA
ONTARIO L5B 2C2 • (416) 273-7373

GLEN SCHNARR & ASSOCIATES



January 4, 1988

City of Mississauga
Planning & Building Department
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Attention: Mr. W.D. Waite
Director of Planning & Development West

Dear Mr. Waite,

RE: Chiappino & Associates Development Ltd.
Proposed Residential Subdivision
Part of Lot 7, Range 5, N.D.S.
File 21T-87021(W) Part 1

We wrote to you on December 21, 1987, acknowledging your letter of December 14, 1987 and accompanying consolidated report, and confirming that our client was in agreement with the contents of the consolidated report.

Since that time we have had discussions with Mr. Rob Freeman of your office who indicated to us that an amendment to the consolidated report was proposed. The amendment proposed is to Section 5, Storm Sewers, Part (c). The wording of that section would be changed from "Prior to registration of the first plans..." to "Prior to preservicing and registration of the first plans...".

This letter is to confirm that our client has no objection to this proposed change to the consolidated report.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

G.A. Schnarr, M.C.I.P.
GS:lh

c.c. Skira & Associates Ltd.

262 BURNHAMTHORPE ROAD WEST, MISSISSAUGA
ONTARIO L5B 2C2 • (416) 273-7373

Notice of Public Hearing

7:00 PM
11a

December 11, 1987

FILE: OZ/74/87 (W)

Dear Sir or Madam:

COM.PLNG./DEV. Jan 4/88

DEC 11 1987

OZ/74/87(W)

Re: Proposed Service Station and Gas Bar
Southeast corner of Thomas Street
and Erin Mills Parkway
Sunoco Incorporated

A rezoning application has been received to permit development of a service station and gas bar at the above location. The attached map shows the existing zoning in the area and the proposed zoning for the subject lands, which have an area of approximately 0.41 ha (1.0 ac) with frontages on Erin Mills Parkway and Thomas Street.

The Community Planning and Development Committee will consider this application at a public meeting to be held on January 4, at 7:00 p.m., in the Municipal Hearing Room, 2nd Floor NE, Mississauga Civic Centre, 300 City Centre Drive, Mississauga, L5B 3C1. Since you live and/or own property near the subject site, you are invited to attend this meeting and to express your opinion of the application.

The Municipal Hearing Room is on the second floor of the Civic Centre. Persons driving to the Civic Centre should park on Level B-1 of the underground garage, which is accessible from the easterly side of the building. Take the elevators to the second floor, and follow the signs to the Hearing Room. Pedestrians should enter the building through the north doors and take the second set of elevators on the west side of the Great Hall.

Further details of the planning aspects of this proposal may be obtained from Angela Dietrich of the City Planning and Building Department Staff (telephone 896-5544).

If you are aware of any other persons who might be interested in this matter, kindly advise them of this public meeting.

Yours truly,

R. G. B. Edmunds,
Commissioner of Planning and Building.

Attach.
5013a/3

Corporate Report

Received by Clerk's Dept. DEC 2 9 1987

Clerk's Files

11b

COM.PLNG./DEV. JAN 4 1988

Originator's Files OZ/74/87

DATE: January 4, 1988

TO: Chairman and Members of the Community Planning and Development Committee

FROM: R. G. B. Edmunds, Commissioner of Planning and Building

SUBJECT: Rezoning Application
Proposed Service Station and Gas Bar
Southeast corner of Thomas Street and Erin Mills Parkway
A to AC6-Special Section
Sunoco Incorporated

ORIGIN: Application received July 28, 1987, from Sunoco Incorporated, on behalf of Erin Mills Development Corporation, registered owners of the lands.

BACKGROUND:

(a) Details of the Application

Site Area:	0.4 ha (1.0 ac)
Frontage:	81.37 m (266.96 ft.) on Erin Mills Parkway 57.37 m (188.22 ft.) on Thomas Street
Existing Official Plan Designation:	Highway Commercial
Existing Zoning:	A
Proposed Zoning:	AC6-Special Section

(b) History

The subject lands are in Neighbourhood 3 of the Central Erin Mills Residential District, in an area formerly described as Erin Mills Centre of the West Credit Development Area. Amendment 218 to the former Official Plan, which was approved by the Minister of Municipal Affairs on August 26, 1970, designated the subject lands Agricultural.

The boundaries of the Central Erin Mills Residential District were established during preparation of the Official Plan which was approved by the Ministry of Housing on April 16, 1981. The Official Plan designated the subject lands Residential and identified Central Erin Mills as a new district requiring a Secondary Plan.

In June 1982, a comprehensive planning study for Central Erin Mills was presented to the public. The land use proposals for this study were incorporated into Amendment 25, the Central Erin Mills Secondary Plan, which was approved by City Council on July 13, 1983 and by the Ministry of Municipal Affairs and Housing on December 20, 1983. The Central Erin Mills Secondary Plan designated the subject lands Residential-Medium Density.

On March 9, 1987, City Council approved application under File OZ/110//85, Erin Mills Development Corporation, for an Official Plan Amendment to the Central Erin Mills Secondary Plan. The changes were, among others, the relocation of residential density among the residential neighbourhoods; modification to the location and configuration of park and school sites; relocation and addition of highway commercial and neighbourhood commercial sites. At the same meeting, City Council also approved Official Plan Amendment 104 to the Central Erin Mills Secondary Plan, which incorporates all changes discussed in application OZ/110/85

Amendment 104 was subsequently approved by the Ministry of Municipal Affairs on July 13, 1987. The Central Erin Mills Secondary Plan, as amended by Amendment 104, designates the subject lands Highway Commercial

On June 25, 1987, the Regional Land Division Committee refused the severance application for the subject property under File 'B' 133/87 on the basis that the property was not appropriately zoned for the intended use.

(c) Existing Land Use

The subject lands which are vacant, are located at the southeast corner of Thomas Street and Erin Mills Parkway, as shown on the attached map. To the north across Thomas Street, lands are vacant, and are subject of applications T-25285 and T-78029, Gartley Kids Incorporated and E.K. Birch Hill Properties Incorporated, to allow detached dwelling development. Farther north, the lands are occupied by detached dwellings. The properties to the east and south are vacant. To the west on the opposite side of Erin Mills Parkway the lands are vacant and are subject of applications OZ/48/87 and T-87026, Erin Mills Development Corporation, to permit residential neighbourhood development.

COMMENTS:

The proposal is to amend the Zoning By-law from A to AC6-Special Section to permit a service station and gas bar.

With respect to land use, the proposal is in conformity with the Highway Commercial designation of the Central Erin Mills Secondary Plan, and the requested AC6-Special Section zone is the appropriate category to accommodate a service station and gas bar subject to certain conditions.

Site development plan and landscaping plan approvals by the City will be prerequisites to the issuance of a building permit.

In support of the application, a preliminary site development plan under File S.P. 257-87, has been submitted indicating a kiosk, four gasoline pumps, and a four-bay service centre.

The City Recreation and Parks Department has requested cash-in-lieu of parkland be accepted.

The City Public Works Department has advised that storm sewers are not presently available and that drainage easements across the subject lands from Mullet Creek to the existing culverts under Thomas Street and Erin Mills Parkway may be required.

Hydro Mississauga advises that easements may be required, the detailed locations and requirements of which will be required following the completion of the design of the electrical distribution system.

The Region of Peel has indicated that water is available in a watermain traversing the site, and sanitary sewers facilities are available on Turney Drive, north of Thomas Street.

The City Finance Department has indicated that the development of the subject lands will not require any changes to the approved Capital Budget and can be accommodated within existing City policies governing the financial obligations of developers (see Appendix A).

In conjunction with the proposed development, there are other engineering matters with respect to site access, grading, drainage, sidewalks, 0.3 m (1 ft.) reserves, easements, etc., which will require the applicant to enter into the appropriate agreements with the City.

In addition, there will be financial requirements including the payment of development levies and the Hydro Mississauga Impost Levy, which will require the applicant to enter into a financial agreement with the City and any other official agency concerned with the development of the lands.

11e

CONCLUSION: The proposed rezoning is acceptable from a planning standpoint and should be approved.

RECOMMENDATION: That the Planning Staff Report dated January 4, 1988, recommending approval of the application to amend the Zoning By-law under File OZ/74/87 (W), Sunoco Incorporated (southeast corner of Thomas Street and Erin Mills Parkway), subject to site development plan and landscaping plan approvals, and the applicant agreeing to satisfy the financial and all other requirements of the City and any other official agency concerned with the development of these lands, be adopted.

R.G.B. Edmunds
Commissioner of Planning and Building

*****

THE ABOVE RECOMMENDATION IS MADE ON THE ASSUMPTION THAT ALL OF THE CITY'S FINANCIAL REQUIREMENTS WILL BE MET, INCLUDING THE PAYMENT OF DEVELOPMENT LEVIES. IF OTHERWISE, THEN THIS REPORT WILL HAVE TO BE RECONSIDERED.

*****

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11f

APPENDIX A

FINANCIAL IMPACT REPORT

DEVELOPER: Sunoco Inc.

APPLICATION NUMBER: OZ/74/87 (W)

PURPOSE: Gas bar with service station

LOCATION: Central Erin Mills Planning District

Southeast corner of Thomas St. and Erin Mills Pkwy.

FINANCIAL IMPACT SUMMARY: No change in the 1987-96 Capital Budget and Forecast.

GROSS AREA: 0.41 ha (1.0 acres)

DWELLING UNITS: 0

POPULATION: 0

PARKLAND DEDICATION: The developer will pay cash in lieu of parkland dedication to satisfy the requirements of the Planning Act.

DEVELOPMENT LEVIES:

	GROSS ($'000)	POTENTIAL CREDITS ** ($'000)
City		
Roads	10	NO
Drainage	3	NO
Fire	1	NO
Total	14	
Region	0	n.a.
Hydro	3	n.a.

Note: **) Levy credits, if any, will be set out in the financial agreement and are subject to Council approval.

CAPITAL BUDGET IMPACT BY DEPARTMENT

NOTE: Funding is actually allocated only to the first year (1987) of the 1987-96 Capital Budget and Forecast. For years 1988-96, the funding shown is only a recommendation, and is subject to annual review and revision.

PUBLIC WORKS: This development triggers no immediate changes in the ten year capital plan.

No developer emplacements eligible for development levy credits are included in this application.

TRANSIT: The Transit Department will expand the bus fleet and the terminal facility as the new areas develop. Transit service is available on Erin Mills Pkwy. (Route 27).

FIRE: Primary fire protection for this area is provided from Station #8 (Britannia Rd.). Construction of new Station #15 at Eglinton Ave. and Glen Erin Dr. is included in the ten year capital plan. The timing of the project is under review.

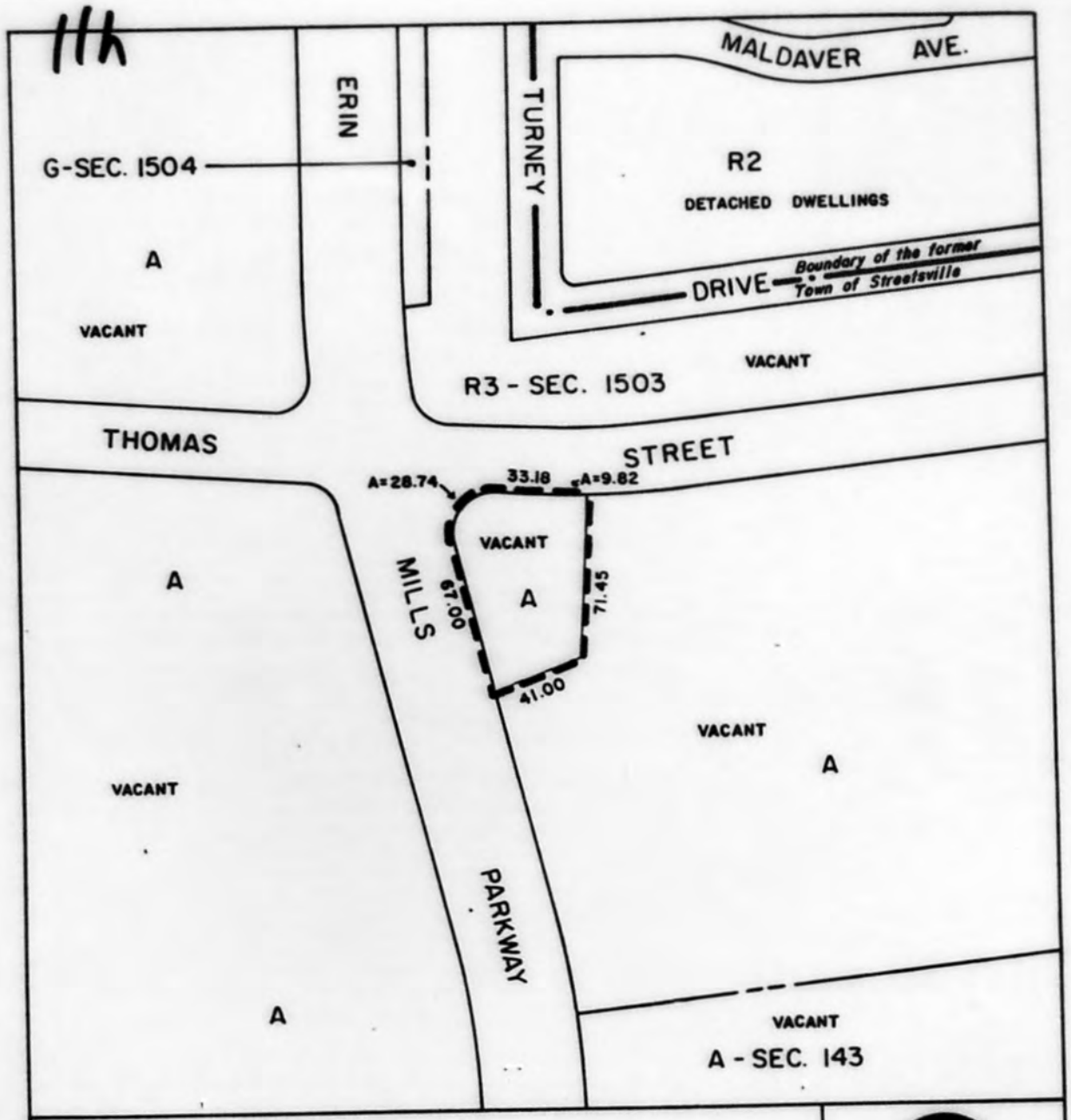
OPERATING COSTS

Operating costs for this development are expected to be normal for a commercial development and will be adequately offset by new taxation when the community is fully developed and assessed.

NOTE: All figures relating to parkland dedication and development levies are approximate and are provided for information only. The actual amounts will be determined by the appropriate City departments at time of final processing of the application and are subject to Council approval.

Finance Department
November 22, 1987.

11h



APPLICATION: SUNOCO INC.

PROPOSED REZONING FROM A TO AC6-SPECIAL SECTION (to permit a service station and gas bar)

SCALE: 0 25 50 metres

FILE NO. OZ/74/87

DWG. NO. 1853

DATE: 1988, Jan. 04

CITY OF MISSISSAUGA PLANNING & BUILDING DEPARTMENT

Notice of Public Hearing

1:05 PM

12a

December 11, 1987

File: OZ/80/84 (E)

CITY OF MISSISSAUGA

RECEIVED
REGISTRY No.
DATE DEC 11 1987
FILE No. OZ/80/84(E)
CLERK'S DEPARTMENT

Dear Sir or Madam: COM.PLNG./DEV. Jan 4/88

Re: Proposed Detached Dwelling Development
South of Queensway West,
East of Glengarry Road
Ontario Hydro (The Michael Stewart Group Limited)

An application to amend the Official Plan has been received to permit the development of 10 detached dwellings on lots with a minimum frontage of approximately 34 m (111 ft.) and to establish a Special Site Area.

The attached map shows the existing zoning in the area and the proposed Special Site Area for the subject lands, which have an area of approximately 1.545 ha (3.817 acres) with frontage of approximately 445 m (1,460 ft.) on Mississauga Heights Drive.

The Community Planning and Development Committee will consider this application at a public meeting to be held on January 4, 1988 at 7:05 p.m., in the Municipal Hearing Room, 2nd Floor NE, Mississauga Civic Centre, 300 City Centre Drive, Mississauga, L5B 3C1. Since you live and/or own property near the subject site, you are invited to attend this meeting and to express your opinion of the application.

Further details of the planning aspects of this proposal may be obtained from Adam Panczakiewicz of the City Planning and Building Department Staff (telephone 896-5730); information regarding matters of education is available from the Peel Board of Education (telephone 890-1099) and the Dufferin-Peel Roman Catholic Separate School Board (telephone 890-1221).

The Municipal Hearing Room is on the second floor of the Civic Centre. Persons driving to the Civic Centre should park on Level B-1 of the underground garage, which is accessible from the easterly side of the building. Take the elevators to the second floor, and follow the signs to the Hearing Room. Pedestrians should enter the building through the north doors and take the second set of elevators on the west side of the Great Hall.

If you are aware of any other persons who might be interested in this matter, kindly advise them of this public meeting.

Yours truly,

R. G. B. Edmunds.

R. G. B. Edmunds,
Commissioner of Planning and Building.

Attach.

4738a/74

The Corporation of the City of Mississauga, 300 City Centre Drive, Mississauga, Ontario, L5B 3C1

Form 445 (Rev 03/87)

Corporate Report

126

Received by Clerk's Dept. DEC 30 1987

Clerk's Files

COM.PLNG./DEV. JAN 4 1988

Originator's Files OZ/80/84 (E)

DATE: January 4, 1988

TO: Chairman and Members of the Community Planning and Development Committee

FROM: R. G. B. Edmunds, Commissioner of Planning and Building

SUBJECT: Official Plan Amendment
Proposed Detached Dwelling Development
South of Queensway West,
East of Glengarry Road
Utilities to Residential-Low Density I and to establish a Special Site Area
Ontario Hydro (The Michael Stewart Group Limited)

ORIGIN: Application received on December 17, 1984, from Ontario Hydro, then registered owner of the lands.

BACKGROUND: (a) Details of Application:

Site Area:	1.545 ha (3.817 acres)
Frontage:	445 metres (1,460 feet) on Mississauga Heights Drive
Proposed Official Plan Designation:	Residential Low-Density I
Existing Official Plan Designation:	Utilities
Existing Zoning:	R1
Proposed Zoning:	R1
Proposed Number of Units:	10 detached dwellings
Anticipated Population:	Approximately 38 persons

12c

(b) History

The site is in the West Cooksville Residential District. On April 16, 1981, the Ministry of Housing approved the Mississauga Official Plan which designated the subject lands Residential and identified West Cooksville as a developing district requiring a Secondary Plan.

The West Cooksville Secondary Plan (Amendment 3), approved by the Minister of Housing on March 8, 1983, designates the site Utilities.

In October, 1945 a plan of subdivision was registered as R.P. 342, which subdivided the site into five lots.

(c) Existing Land Uses

The subject lands are south of Queensway West, east of Glengarry Road, as shown on the attached map. They are vacant and bounded to the north by Ontario Hydro lands along the south side of Queensway West. Lands to the south, across Mississauga Heights Drive, are zoned residential and occupied by detached dwellings. Lands on the north side of Queensway West are zoned residential and occupied by detached dwellings.

COMMENTS:

The proposal is to amend the Official Plan from Utilities to Residential Low-Density I to allow the lands to be developed for detached dwellings by land division via Land Division Committee consents. Particularly as it is an in-filling proposal, many meetings have been held, involving area residents, the proponents, City staff, and the Ward Councillor, to seek consensus on the number of lots that would best complement the prevailing character of the area. No agreement has been reached, however, and opinions on the appropriate number range from five (5) to twelve (12).

The existing lots on the southerly side of Mississauga Heights Drive have frontages ranging from approximately 12 m (40 ft.) to 67 m (221 ft) and areas from approximately 195 m^2 (21,000 sq.ft.) to 21 000 m^2 (226,049 sq.ft.). The average frontage is about 40 m (130 ft.), and the lots have areas below the Credit River top-of-bank that are unsuitable for residential development. On the other hand, the current zoning (R1) of the subject lands allows fully-serviced lots with a minimum frontage of 22.5 m (73.8 ft.) and a minimum area of 750 m^2 (8,073 sq.ft.), based on which there is the potential for nineteen (19) lots. Such development density though would be obviously out of character with the southerly side of the street; and that factor was recognized in the proponents application to the Land Division Committee on November 19, 1987 for consent to create twelve (12) lots.

The application was unsuccessful, however, because the Committee opined that it was "....premature inasmuch as the development policy related to the "severed lands" has not been established by the Council of the City of Mississauga". Subsequently, following further discussions, the proponents submitted, without prejudice, a revised proposal for consideration that envisages ten lots with a minimum frontage of 32 m (105 ft.) and an average frontage of 43.3 m (142 ft.).

Although the prospective developer has indicated willingness to accept the approval of ten (10) lots, some area residents remain with the opinion that the five (5) lots envisaged by the 1945 registered plan of subdivision would be more appropriate. The recommendation of this report does not support either of those two positions. Instead, it calls for the approval of nine (9) lots as the number that would most appropriately recognize the prevailing circumstances pertaining to the subject land and its environs. The nine (9) lots, with an average frontage of approximately 48 m (157 ft.) and an average lot area of approximately 1 716 m^2 (18,478 sq.ft.), would complement the frontages along the southerly side of the street and be of sufficient size to allow the combining of large houses with substantial, landscaped areas that would be compatible with the area character.

The proposed Official Plan amendment should establish the development standards not only for the subject lands but also the lands along the southerly side of Mississauga Heights Drive. In addition, all those lands should be placed under site plan control, to ensure that the character of the area is preserved.

As regards servicing, engineering, and financial matters, the requirements of the various departments and agencies should be incorporated into the Land Division Committee approval for the nine (9) lots.

The Region of Peel has advised that sanitary sewers and watermains are available on Queensway West. Several alternative servicing schemes were considered and the Region recommends the construction of sanitary sewers on Mississauga Heights Drive since this method could service both the proposed lots, as well as the existing dwellings on the south side of Mississauga Heights Drive. The manner of servicing will be determined prior to final approval of the application to the Land Division Committee and incorporated into the servicing agreement; however, all servicing works are to be designed and constructed to Region of Peel satisfaction, and all costs borne by the applicant. The Region further advises that water facilities are available on Mississauga Heights Drive and that frontage charges would apply.

To assess the storm drainage impact on lands south of Mississauga Heights Drive, a stormwater management study has been submitted to the satisfaction of the Credit Valley Conservation Authority and the City Public Works Department. The City indicated that no stormwater controls are required, due to the small (10%) increase in post-development flows and since the outlet is directly into the Credit River. Concern by the Authority regarding the ability of the proposed swale to carry post-development run-off, without causing erosion, would be addressed at the detailed design stage and included in the Servicing Agreement.

There are other engineering matters addressed by the City Public Works Department including an overall grading plan, roadworks, land dedications and easements, etc., the details of which will be identified in appropriate agreements which will be dealt with in the processing of the Land Division Committee application.

Hydro Mississauga advises that underground services will be required and the applicant is to enter into an agreement including the necessary financial guarantees for the installation of the electrical distribution system. The applicant is also required to grant certain easements to Hydro Mississauga, the details of which will be made known following completion of the design of the electrical distribution system.

The City Recreation and Parks Department is requesting 5% cash-in-lieu of parkland dedication for this application. Cash is also required to cover the cost of street tree planting on Mississauga Heights Drive in accordance with current City standards. Other details such as street tree planting, landscape screening and fencing, etc., shall be determined through the site plan and landscape approval process.

The City Finance Department has indicated that the development of the subject lands will not require any changes to the 1987-96 Capital Budget as adopted by City Council and can be accommodated within existing City policies governing the financial obligations of developers (See Appendix A).

CONCLUSION: The proposed Official Plan amendment is acceptable and should be approved.

RECOMMENDATION: That the Planning Staff Report dated January 4, 1988, recommending approval of the application to amend the Official Plan to redesignate lands from Utilities to Residential Low-Density I and to establish a Special Site Area under File OZ/80/84 (E) (lands located south of Queensway West, east of Glengarry Road), Ontario Hydro, be adopted; and further that the lands on the south side of Mississauga Heights Drive above the top-of-bank of the Credit River be included in the Special Site Area.

R. G. B. Edmunds
Commissioner of Planning and Building

4770a/0691a

FINANCIAL IMPACT REPORT

DEVELOPER: Ontario Hydro

APPLICATION NUMBER: OZ/80/84

PURPOSE: Low density residential development

LOCATION: West Cooksville Planning District

North side of Mississauga Heights Dr. (south of Queensway W. and east of Glengarry Rd.)

FINANCIAL IMPACT SUMMARY: No change in 1987-96 Capital Budget and Forecast.

GROSS AREA: 1.55 ha (3.8 acres)

DWELLING UNITS: 12 detached

POPULATION: 41

PARKLAND DEDICATION: Developer will pay cash-in-lieu of parkland dedication.

DEVELOPMENT LEVIES:

	GROSS ($'000)	POTENTIAL CREDITS ** ($'000)
City		
Roads	39	NO
Drainage	12	NO
Other Services*	30	NO
Total	81	
Region	35	n.a.
Hydro	4	n.a.

Notes:
*) City Other Services is made up of the per capita levies for transit, fire, library, recreation and parks, and general government.
**) Levy credits, if any, will be set out in the financial agreement and are subject to Council approval.

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CAPITAL BUDGET IMPACT BY DEPARTMENT

NOTE: Funding is actually allocated only to the first year (1987) of the 1987-96 Capital Budget and Forecast. For years 1988-96, the funding shown is only a recommendation, and is subject to annual review and revision.

PUBLIC WORKS: This development triggers no immediate changes in the City's ten year plan for engineering works.

No major developer emplacements eligible for levy credits are included in this development.

TRANSIT: The Transit Department will expand the bus fleet and the terminal facility as growth warrants. As this particular development pays transit development levies to cover the capital cost of expansion, it will have no significant impact. This development has access to existing bus service on the Queensway W. (Route 4) and Dundas St. (Route 1).

FIRE: Primary fire protection for this area is provided from Station #10 (Hurontario St./Queensway).

LIBRARY: Library services are available at the Woodlands Branch.

CAPITAL BUDGET IMPACT BY DEPARTMENT (CONT.)

REC. & PARKS: No change in the capital plan is triggered by this development.

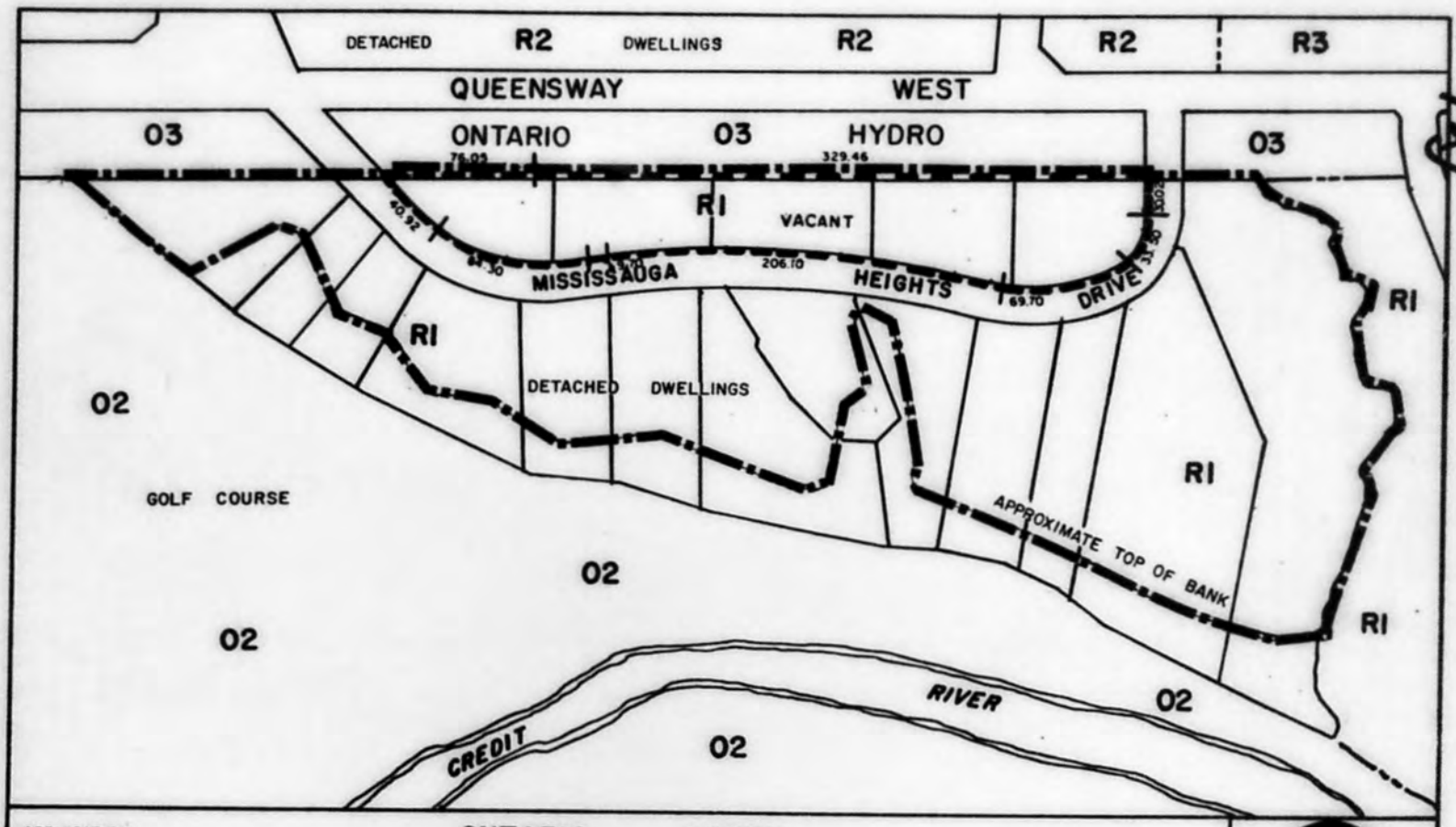
West Cooksville residents have access to major recreational facilities at the Huron Park Recreation Center.

OPERATING COSTS

Operating costs for this development are expected to be normal for a low density residential neighborhood.

NOTE: All figures relating to parkland dedication and development levies are approximate and are provided for information only. The actual amounts will be determined by the appropriate City departments at time of final processing of the application and are subject to Council approval.

Finance Department
September 18, 1987.



APPLICATION: ONTARIO HYDRO

PROPOSED OFFICIAL PLAN AMENDMENT FROM UTILITY TO RESIDENTIAL - LOW DENSITY I (to permit detached dwellings under existing R1 zoning)

SPECIAL SITE AREA

0 30 60 metres

FILE NO. OZ/80/84

DWG. NO. 1633

DATE : JANUARY 4, 1988

CITY OF MISSISSAUGA PLANNING & BUILDING DEPARTMENT